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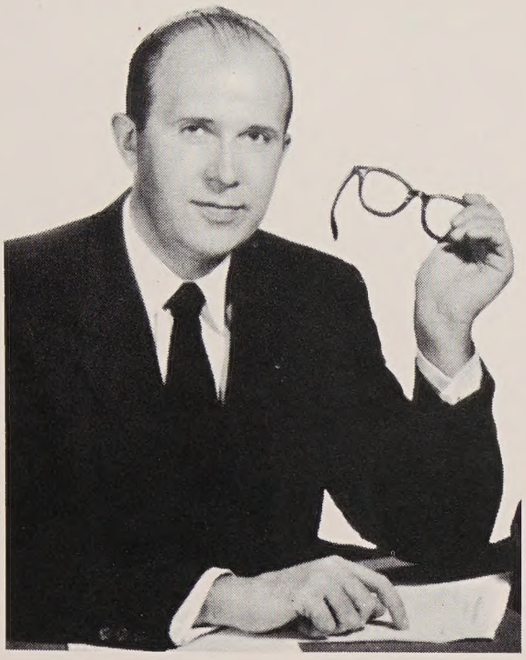
RAILROAD

OCTOBER, 1970 MAGAZINE SIXTY CENTS



Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 221 , 555 E. Lange St., Mundelein, Ill. 60060.

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DON BOLANDER, Career Institute, Dept. 221 555 E. Lange St., Mundelein, Illinois 60060

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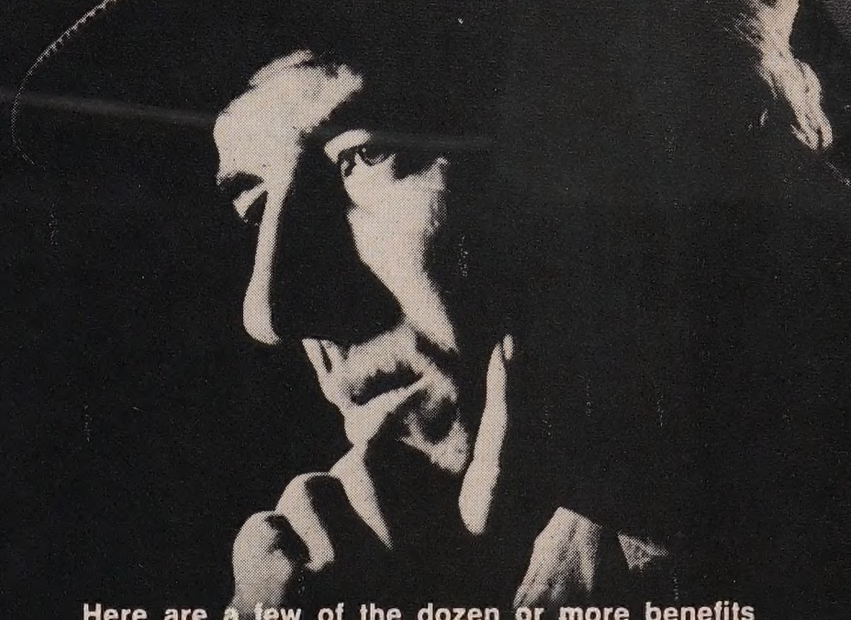

Ask yourself this question: "Shouldn't I support NRA as vigorously as NRA supports my best hunting interests?"

As a hunter, you know that good hunting is made possible only by good conservation and good game management practices. And as a hunter, you are certainly aware that in the name of "gun control" there are some well-intentioned but ill-informed people who are anxious to erode the hunting privileges and freedoms that you enjoy today.

For 99 years, the National Rifle Association has consistently promoted better conservation, better game management, better education in hunting skills and firearms safety, the development of better hunting equipment and the protection of hunters' privileges.

We call these facts to your attention because, in the past few years, NRA has been widely publicized—and we believe, sometimes unfairly—for its position on gun control legislation.

In all the ensuing welter of words, many hunters have lost sight of the fact that one of the most important purposes of this non-profit organization is now—*and has always been*—to serve the best interests of hunters and the safe enjoyment of sports shooting.

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To best accomplish its stated missions, NRA must substantially increase its membership during 1970. Our strong and positive responsibilities on your behalf are never ending, and must be maintained on a *completely continuing basis.* The NRA goal is a new member every minute, around the clock, around the calendar! Let's start by signing *you* up for NRA membership—right this minute!

NRA has to win it—
one new member every minute!

Here are a few of the dozen or more benefits you'll enjoy as an NRA member: An annual subscription to "The American Rifleman," the illustrated monthly magazine that entertains and educates more than a million sportsmen-readers • Hunting information in the form of bulletins on gun laws, hunting dates, game availability, shooting preserves • Firearms safety courses from which over 3 million shooters have benefited • Prompt, authoritative answers to all your firearms questions, by experts • Low cost gun and personal accident insurance • National, regional and local recreational shooting tournaments • Annual awards for hunters in all categories • The brand, spanking new directory of qualified and approved hunting guides, outfitters and hunting camp operators in North America—***and much, much more!***

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So, Mr. Hunter—if you *really care* about preserving—now *and in the future*— the hunting privileges and freedoms you enjoy today, you owe it to yourself to join and support NRA—the big, strong, long-established organization that, in cooperation with many other leading organizations, is so effectively fighting to maintain these freedoms for you!

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 87, No. 6 OCTOBER, 1970 60 CENTS

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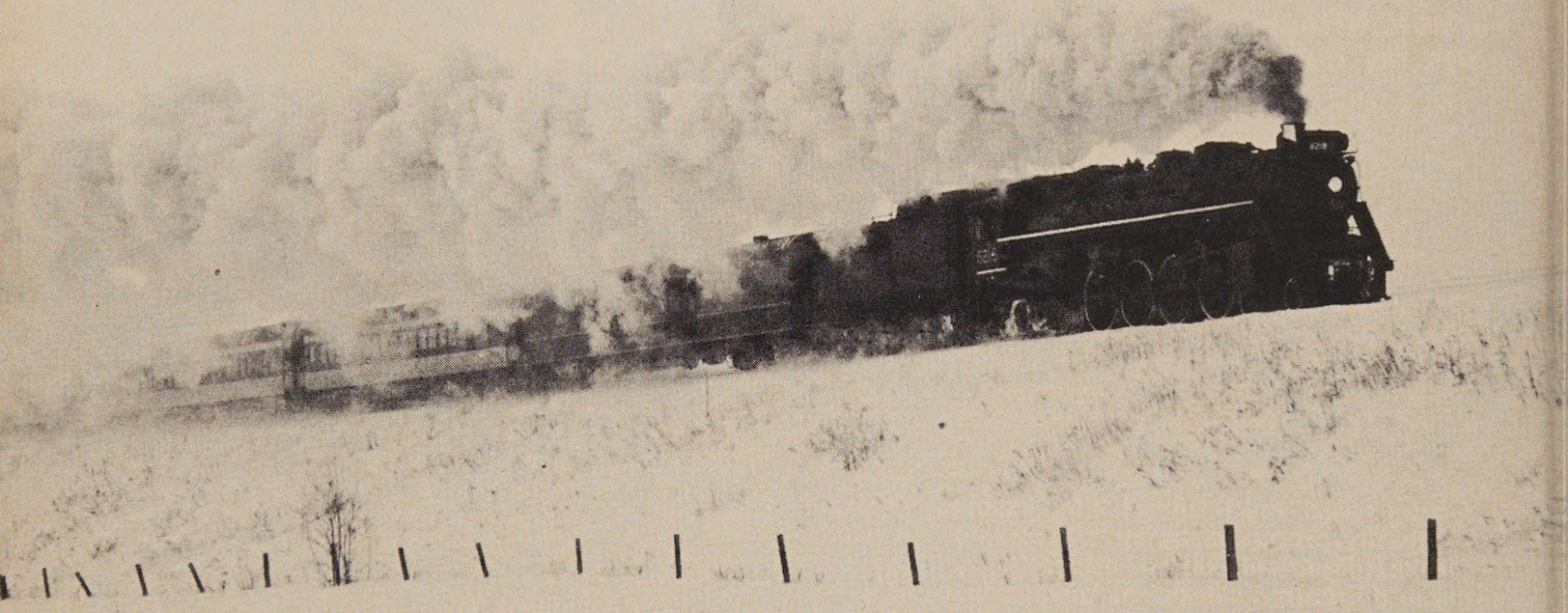

January 28, 1970. Trailing a fleecy smoke plume, Canadian National 4-8-4 No. 6218 wheels members of Upper Canada Railway Society from Guelph, Ontario, through virginal white landscape to Stratford.
Bill Botkin, 13 Columbia Rd., Convent Station, N.J. 07961

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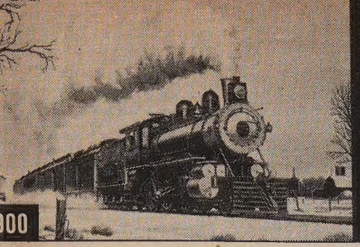

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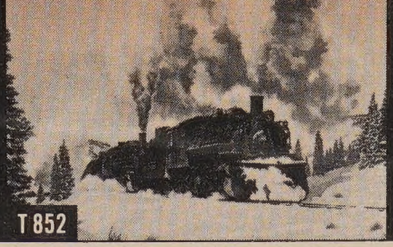
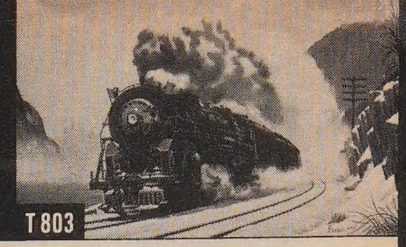
HOLIDAY JOURNEY — May the Peace and Happiness of the Christmas Season, etc. — **1900 New England Local**



FROSTED STEAM — Merry Christmas and a Happy New Year — **Trio of K-36, 3 footers, Cumbres Pass, Colo.**



GREEN FLAGS FOR A CHRISTMAS RUN — May the meaning of the Season be deeper, etc. — **20th Century Lt'd.**

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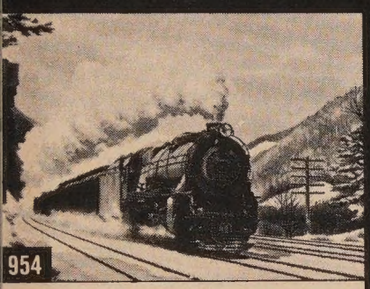
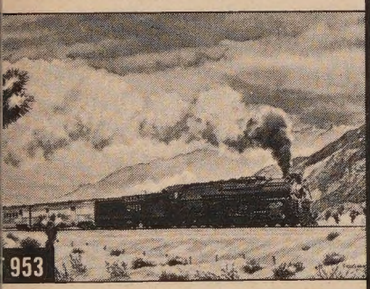
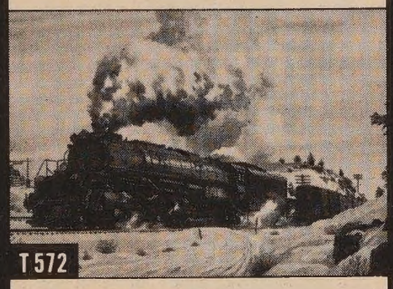


RUNNING LATE AND RUNNING FAST — May you and yours this Christmas day be blessed, etc. — **K4 Broadway Lt'd.**

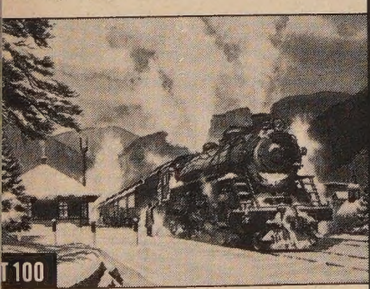
FRESH TREES AND FULL STEAM — Best Wishes at Christmas and through the New Year — **"Mogul" narrow gauge**



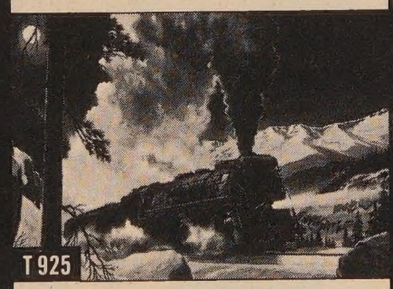
THE CHIEF ROLLS WEST — Peace and Good Will at Christmas, etc. — **Santa Fe 2900 Series, Victorville**



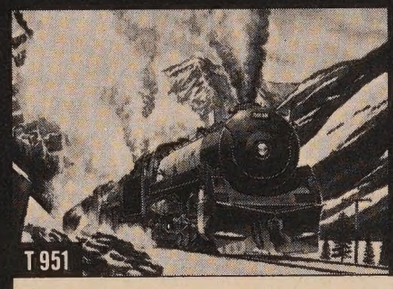
HEADIN' WEST TO LARAMIE — Merry Christmas and a Happy New Year — **Union Pacific's "Big Boy"**



STATION STOP FOR THE B & O — May you and yours this Christmas day, etc. — **Baltimore & Ohio Pacific type**



NIGHT RUN IN THE ROCKIES — May the Spirit of Christmas be with you, etc. — **Rio Grande 3617 Mallet**



CLIMBING KICKING HORSE PASS — Best wishes for a Merry Christmas and a Happy New Year — **Canadian Pacific 5934**

CHRISTMAS MORNING RUN — May the meaning of the Season be deeper, as Christmas comes, etc. — **SP Overland Lt'd.**

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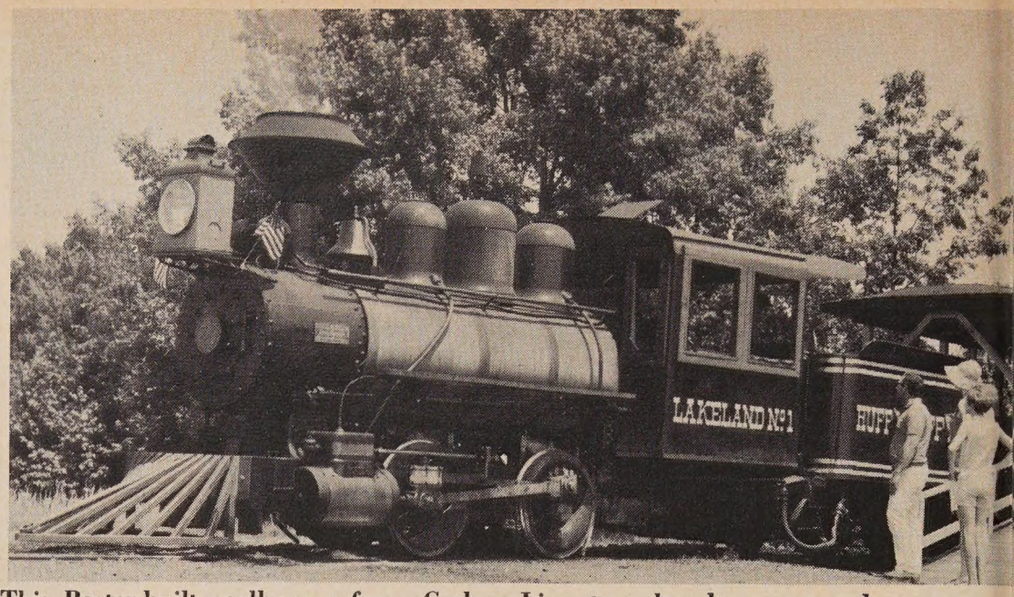

This Porter-built coalburner from Carbon Limestone has been restored to operating condition for use on 3-foot-gage Lakeland Park line in Memphis, Tennessee.
Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

OUR nostalgic cover scene was painted especially for *Railroad Magazine* by Theodore A. Xaras, a gifted young artist living at 346 Kirks Lane, Drexel Hill, Pa. 19026. ●

LIMA SHAYS. The Feather River's 3-truck Shay No. 2, class 90-3 (pictured in your Aug. issue) was described as weighing 205 tons. Actually, she weighed 205,600 *pounds*, not tons, in average working order—which means roughly 90 tons light weight plus a boilerful of water, a half-tank of fuel oil, and a half-tank tender of water. Lima built her in 1922 with three 14½x15" cylinders, 36" drivers, 200 pounds boiler pressure, and 40,400 lbs. tractive effort.

I know this because I was employed by Lima Locomotive Works for 17 years in their Seattle office, where our business was 100 percent with the logging industry as users of Shays. Lima built several class 150-3 Shays and some class 150-4's, which weighed 165 to 170 tons in average working order. Their last one was a class 150-3 for the Western Maryland.—T. E. Satra, 8011 Dayton Ave. N., Seattle, Wash. 98103. (*Editor's note: we have asked Mr. Satra to tell us more about Lima Shays.*) ●

MIKE EAGLESON'S article on German steam power (July) brought up an exciting memory to me. During World War II I lived in Germany and rode behind such machines six days a week to and from school. Hudson types were plentiful then, especially in mountain districts on fast passenger runs. Every morning a Hudson took me 10 miles to school and in the afternoon a Mikado brought me back home. I will never forget the afternoon a P-38 plane attacked our train, killing the engine crew, killing or injuring several passengers, mostly school children, and partly disabling the little Mikado. One of the older boys, with me firing, managed to drive her to the nearest station. —Horst Kehl, Rte. 4, Kirksville, Mo. 63501.

I thoroughly enjoyed your German railroad feature, picturing engine types I was familiar with in my youth. *Railroad*'s continuously catering to the Steam Age appeals to me very much. The passing of the steam loco in the U.S.A. has developed a certain nostalgia among rail buffs. To the general public and especially here in the West I am known in art circles as a "train painter," even while I am doing other than train pictures, some with cattle and cowboys. Nearly 40 years have passed since I first painted a cover for *Railroad Magazine*.— Otto Kuhler, 1409 Seville Rd., Santa Fe, N.M. 87051.

Being in Uncle Sam's Army and having been stationed in Germany shortly before I read Mike Eagleson's article, I like the article very much. I share Mike's enthusiasm for steam power, but am too young to remember U.S. steam except for Union Pacific's 8444 and the museum lines. For me, spending a year in Germany was like stepping back 20 years in time to re-live the old era.

I saw most of the Reichbahn's steam strongholds and assembled much data on them. The Rhine area in the north is the best of them, with 77 engines assigned to it as recently as last March. The engine classes are: 011, coalburning 3-cylinder Pacific; 012, oilburning 3-cylinder Pacific; 041, coalburning 2-8-2 freight-hauler; 042, oilburning 2-8-2; 043, oilburning 3-cylinder 2-10-0; 044, coalburning 3-cylinder 2-10-0; and 094, 0-10-0T switcher.

Lingen and its locomotive works, on the Rhine-Emden line, also hold special memories for me. There I was privileged to drive a large 050 class Decapod. Fortunately, I was stationed in Darmstadt, between Frankfurt and Heidelberg, for the year I spent in Germany. It is the only place in the country where you can see the 2-8-4T engines, class 065. They are used on passenger runs on the 3 branch lines radiating from Darmstadt. Only 6 of this class were still running when I left Germany last April.

The rare 078 class 4-6-4T which Mike caught in Crailsheim do not run to that city regularly. Your chances of seeing one of the 14 class 078 engines left are much better at Tubingen, Rottweil, or Aalen. In fact, those towns and a couple more in the south are the most interesting steam spots in the whole country, because here are small, unusual, branchline engines.

Heilbronn, at the northern edge of this area, has ten 038 class 4-6-0's with a distinctive "whale-bottom" tender, in passenger service. It also has 11 class 064 2-8-2T's for passenger runs, some 023 class 2-6-2's, and some 050 class 2-10-0's. Further south, at Tubingen, you can see 13 class 038 4-6-2's with the conventional square tender, but the tender trucks have spoked wheels. Tubingen also has six 064 class 2-6-2T's and the 078 class 4-6-4T's.

Rottweil is in rough mountain country, so its sheds mostly have huge Decapods, but they likewise have 8 class 038 4-6-0's and the 078 4-6-4T's. Uem, a large rail center east of Rottweil, has mostly electrics and diesels but also 5 of the rare 003 class Pacifics and 35 class 050 Decapods. Aalen, north of Uem, is a small rail center with 4 class 078 4-6-4T's.

We end up at Crailsheim, north of Aalen, with 39 class 023 2-6-2's, making it the largest collection point for 023's in all Germany. Crailsheim also has one 094 class 0-10-0T switcher and many Decapods.

The Saarbrücken-Trier Koblenz line is Germany's longest and busiest steam section. There is talk of electrifying the Trier-Koblenz line in the near future.

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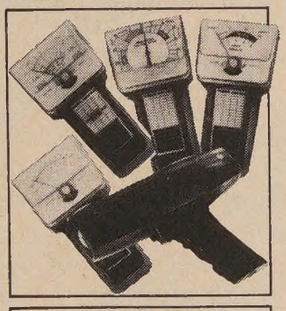

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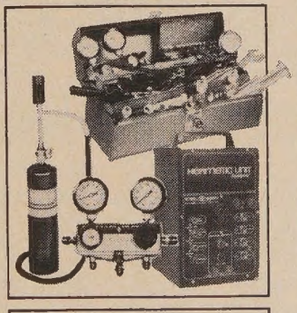

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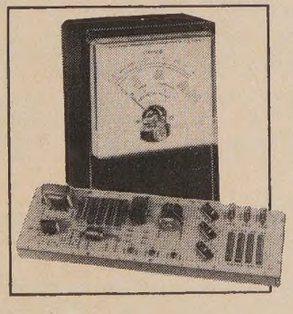

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Trier and its nearby yard is the home of 35 large 044 class 3-cylinder Decapods. Also assigned there are four speedy 001 class Pacifics. In Koblenz at the eastern end of this line are housed 6 class 082 0-10-0T switchers, besides 10 Decapods. Thank you, Mike Eagleson, for an excellent article!—Ted Schnepf, 484-52-5145, HHB, 6/11 Arty, APO San Francisco 96217.

SEPTEMBER 19th will be the 25th anniversary of the publication date of Freeman Hubbard's first book, *Railroad Avenue,* subtitled *Great Stories and Legends of American Railroading.* Put out originally in 1945 by McGraw-Hill, it became a best-seller and then a classic. A fashionable bookstore on New York's Madison Avenue devoted an entire front window to it; the Strawbridge & Clothier department store in Philadelphia displayed a huge blown-up portrait of the author in a Market Street front window, and CBS ran an hour-long dramatization of the book, starring Franchot Tone. In 1964 Golden West Books, on the West Coast, published a new edition of *Railroad Avenue,* bringing it up to date.

Altogether, Freeman Hubbard has authored seven books, including *The Railroad Caboose*, in which he collaborated with Bill Knapke, and a paperback for children entitled *The Phantom Brakeman.* On the first anniversary of *Railroad Avenue* he married a Colorado girl whose father, now deceased, was an Indian Bureau agent. The father operated a railroad car that regularly took supplies to Indian reservations in the West, coupled behind freight and passenger trains on the old Colorado Midland, the Great Western, etc. Who can send us info. on that car or a picture of it? ●

NEWSWORTHY. A few months ago, President Nixon bought a $340,000 home in San Clemente, Calif., thus adding to the real estate he already owned in Whittier, Calif., and Florida. The newest acquisition is described by TV commentators as "the summer White House." Wealthy neighbors are seeking to have the Santa Fe Railway remove its tracks between the Nixon mansion at San Clemente and the beach, but the President reportedly thinks train traffic over that line is "charming."—Ralph Kerchum, Oakland, Calif.

Folded up in July: the Natchez, Urania & Ruston, a two-mile switching line at Urania, Ill., connecting with the Missouri Pacific.

Under pressure from Congress, the ICC has agreed to undertake a full investigation into why Penn Central railroad went broke.

We like to report the preservation of old railroad stations. For example, the abandoned depot at Alden, Kan., has been bought from the Santa Fe and, after being restored, will be given to Rice County (Kan.) Historical Society for museum use.

The railroad's human side is seen in a recent news item. Upon learning of the disaster due to a derailment and explosion at Crescent City, Ill., citizens of a Florida town with the same name went to the rescue. Seaboard Coast Line supplied a boxcar without cost; the Floridians loaded it with much-needed supplies, and the SCL and Illinois Central hauled it free to the Illinois town. I never heard of an airline or trucking company doing such a thing.—Ken Willis, 716 S.W. 16th Ave., Gainesville, Fla. 32601.

An August caption, top of page 23, said "California Western" instead of "Sacramento Northern."—Vincent Doolin (age 11), 583 Topaz St., Redwood City, Calif. 94062.

High-speed vehicles operating on a cushion of air will be carrying passengers from San Fernando Valley to Los Angeles International Airport by late 1972, according to Secretary of Transportation John A. Volpe. Traveling at speeds up to 150 miles an hour, the vehicles will run on a tracked air cushion line to be built along a 16.3-mile stretch of the San Diego Freeway. The trip from the Valley to the airport will take 11 minutes. Volpe promised Federal backing for the project —the nation's first Tracked Air Cushion Vehicle system.

Unlike America, the number of train passengers is rising on the Northern Ireland Railways in Ulster. "If the public go on increasing their support for the railways," Minister of Development Faulker says, "they will give both the Government and management encouragement to proceed with further capital development," such as introducing a new train this year and installing welded rail, reports Felix E. Reifschneider.

Victorian Railways in Australia are cracking down on fare evaders with stiffer fines than ever before. It is an offense to ride a train without a ticket. Hereafter, passengers will be required to show tickets or face a maximum penalty of $50. Railway officials have promised to prosecute offenders.—Charles Huggard, 65 Farview St., Glenroy, Victoria 3056, Australia.

One of the American Midwest's shortest unit-train runs was introduced the other day in Vermillion County, Indiana. But don't rush out to buy a ticket—unless you're interested in riding a coal car from a mine to a power plant. Like all unit trains, this one consists of a solid block of cars traveling a specific route and operated as a single unit. Its only function is to transport 3 million tons of coal a year to fire Public Service Indiana's giant new Cayuga generating station. ●

GIRLS. I enjoy reading letters about the girl photos published in your magazine.—David Burrell, 36 Hitchen Hatch Lane, Sevenoaks, Kent, England.

Why do you print pix of females? Everybody knows women aren't interested in railroading, even though a few of them go along on fantrips to please their husbands.—Bruce MacDonald (no street address), Montreal, Que., Canada.

If you want to kid editor Hubbard, tell him that *Playboy* has always been printed on slick paper and it's only fair that *Railroad* now has the same advantage.—Robert Minerd, 52 Lynwood Rd., Scarsdale, N.Y. 10583.

Virgil Staff's picture of a shapely girl and a streetcar in August *Railroad,* page 13, is more beautiful, more natural, and much better photography than the two girl photos in the ad on the facing page.—Jim Crimmins, 5 Bonnie Dr., Exeter, N.H. 03833.

Pix of women in rail settings are fine —in moderation. The picture's main subject should be the railroad itself. Please keep that in mind when you select photos.—Kenneth Peters, 250 Atlantic St., Oradell, N.J. 07649. ●

ONE MAN'S OPINION. Your editorial policies are OK with me. On the whole, your staff does a good job, but certain columnists depend too much on railfan rumors, which often leads to innacuracies.—Donald C. Dietrich, 9508 15th Ave., N.E., Seattle, Wash. 98115.

Not being mechanically minded, I found your August articles dry as dust. Your *Mail Car* holds my chief interest. Because of it, I am corresponding with an old hogger who used to pull the latch on the Nashville, Chattanooga & St. Louis. He and I have much in common. I quit pounding brass long ago to go firing. Many a trip I made with the coal tank almost empty of the 14 tons it had held at the start. If you ever shoveled 14 tons of "real estate" into a big hungry firebox on a single run, you know why some engines were called hogs. Disgusted with hard work, I quit firing before mechanical stokers came in and went back to being a light-

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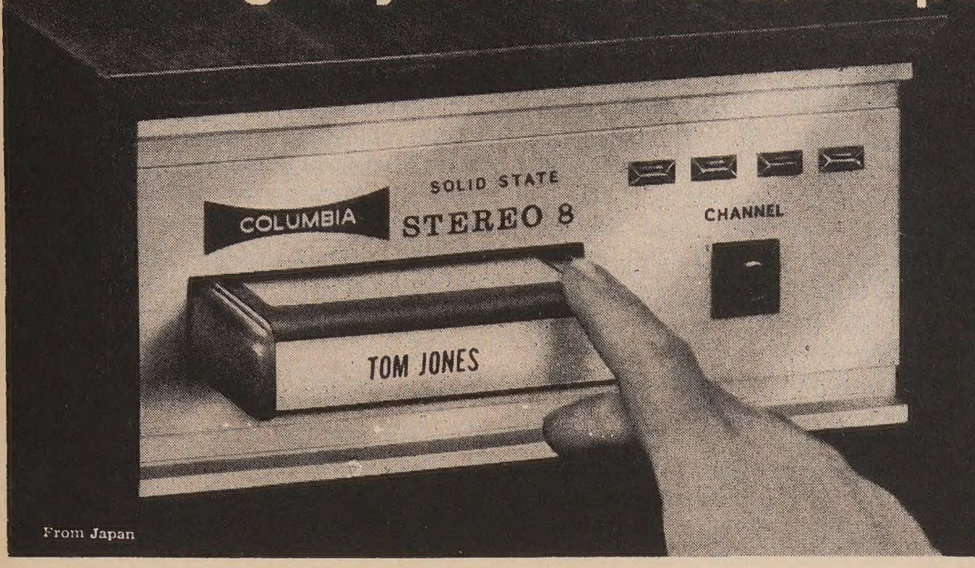

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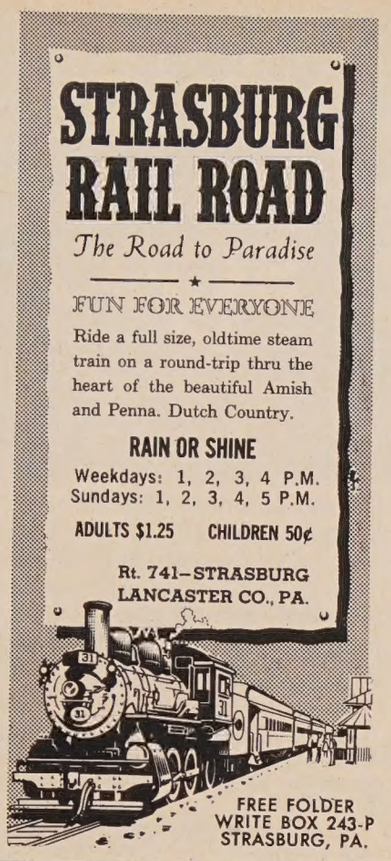
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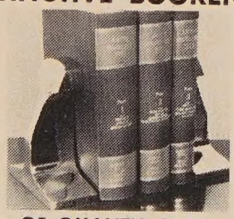

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ning slinger. Even now, in retirement, I keep a telegraph set on my desk at home. It helps me to re-live the bygone days when Morse and Steam were kings.—Fontville Neville, Denmark, Tenn. 38391.

It is difficult to make good railroad pictures in the U.S. any more; the equipment is too filthy. The roads are "saving money" by neglecting maintenance. Some locomotives and cabooses are so dirty, you can't read the railroads' names that are painted on them. Management is chiseling still further by letting rusty bridges go unpainted. Such things lead to a drastic increase in accidents and a sharp drop in earnings. Morale is at an all-time low.

Yesterday (June 23, 1970), a minute after I had photographed the Canadian National carferry *Lansdowne,* her port engine blew up, throwing a fly-wheel through the deck! Then, while crossing the Detroit River with only one paddle-wheel operating—and almost impossible to steer—she nearly rammed into an excursion steamship.—Elmer Treloar, 101 California St., Highland Park, Mich. 48203.

Having done considerable editorial work myself, I can understand your occasional sparring with Dave Morgan and *Trains,* but some of the comments made by your letter-writing readers and interviewees about *Trains* burn me up. Changing the subject, I am convinced that railroad labor unions have lost more jobs than they have preserved by opposing reasonable petitions by management to eliminate unnecessary crew functions.—Dean E. Arnold, 1620 Creal Crescent, Ann Arbor, Mich. 48103.

As a pensioned conductor off the old Michigan Central and N.Y. Central, with over 47 years' service, I enjoy *Railroad Magazine* very much and look forward to each new issue. I think "Tony's Tin God" by Gilbert Lathrop (August) is the most heartwarming fiction story I have ever read.—W.J. Hastings (no address).

I am writing lyrics (one is printed here) for which a music professor does the music. Lately we've been tape-recording freight-train sounds.—John Stahl, 1718 Hillside Rd., Santa Barbara, Calif. 93104.

Freight trains come thru our town;
We're on their busiest route.
We hear 'em hoot when they come in
And rattle when they go out:
UP, SP, D and RG,
Santa Fe, and the C and O,
We see a dozen other names
As we watch them come and go.

A hundred freight cars in a line
And the caboose is on the end,
With the engine huffin' and puffin'
As it comes 'round the bend.
Hauling coal 'n cotton 'n cattle,
Autos and sacks of wheat,
'Most everything we'll ever use
And everything we eat.

I've had more than seven years' service with U.S. railroads plus 20 years of hoboing from coast to coast, north and south. In a million miles of travel I have collected a million real life adventure stories and want to write for you. But if you prefer faked-up fantasy written by hopped-up observers of the railroad scene, I will bow out gracefully and reluctantly.—"Gandy Dancer" Malone (now living in England; address withheld.)

Being nauseated with front cover pix of steam fantrips, I welcomed Charles M. Knoll's fine old photo of a New York Central Mohawk (July issue). That's what I like to see: steam in revenue service.—Harold G. Whitaker, 136 S. Highland Ave., Winter Garden, Fla. 32787.

About three years ago, the only rail-type periodical I read was *Trains.* Why? Because in those days *Railroad Magazine* looked like junk with its wood-pulp and low-grade ads. Then one day I casually picked up *Railroad* from a news-stand to glance through, wondering why anybody would ever buy it. I came across an article on hobos and the signs they left behind to warn others of conditions in various areas. That interested me. I am a semi-hobo myself in that I ride freight trains as a hobby. Well, I bought the magazine, and have been buying and reading it regularly ever since.—Gary L. Eklund, 2610 Aldrich Ave. S., Minneapolis, Minn. 55408.

Railroad Magazine for June listed Elmer Treloar as an interesting railfan and included some of the photographs for which he is supposedly famous, but his remarks about members of the Michigan Railroad Club were a little less complimentary than was the rest of the article. Which proves that everybody apparently has the right to an opinion and also that some opinions would be better left unsaid.—Michigan Railroad Club publication.

Being interested in railroading around the turn of the century, I am chairman of the local area group of the North Yorkshire Moors Railway Preservation Society, dedicated to buying and manning—with vintage steam—the *George Stephenson,* (built in 1836 for the Whitsby-Pickering line) and I want your readers to tell me about the activities of steam tourist lines in the U.S.A. —P.J.A. Bird, 33 York Rd., Nunthorpe Station, Teeside TS7 OEZ, North Yorks, England. ●

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You don't need college training to break in. Our free books will show you how you can prepare right at home in your spare time. And they'll show you, too, how we can help you land the "dream job" of your choice.

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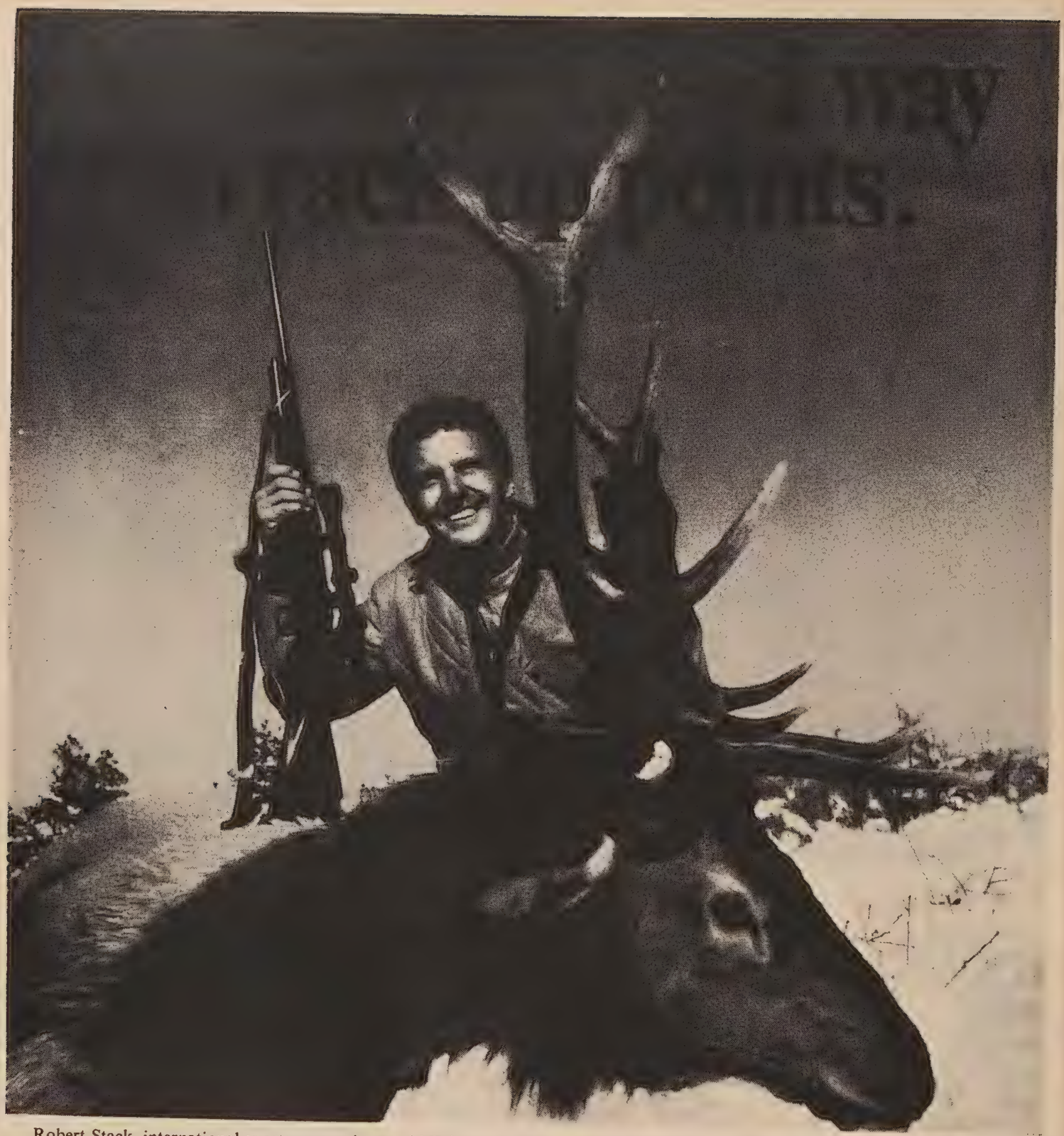

Robert Stack, international sportsman and star of NBC-TV's "Name of the Game," with 840-lb elk shot at the Chama Land & Cattle Co., Chama, New Mexico. His rifle: the Mossberg 800 Deluxe .308 cal. center fire, fitted with Mossberg 6X riflescope.

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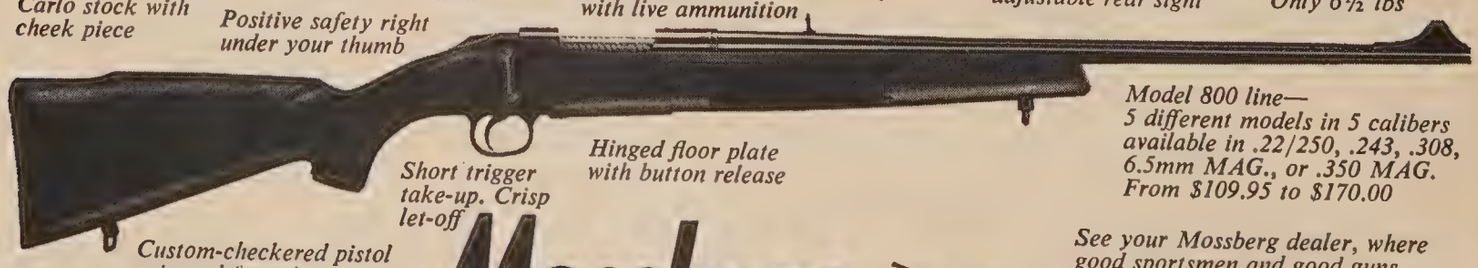

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PHOTOS of the MONTH

No. 1622 is one of 36 GP-40's recently ordered by Seaboard Coast Line, bringing its GP-40 fleet to 133 locomotives. As you can see from the photo, No. 1622 hasn't had a chance to get dusty, though this, no doubt, will change in time. The big diesel was built last May by GM-EMD; photogenic Susan Wood stands on front step of the engine in Fort Meyers, Fla.

Wm. T. Morgan, 1449 Linhart Ave., Fort Meyers, Fla. 33901

Westbound Pennsy freight puts on a dramatic show as she thunders around Horseshoe Curve in June, 1953.

Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Recalling the Age of Steam, this old deserted SP water tank at Palm Springs, Calif., now stands quiescent.
Bill Robertson, 504 Mt. View Ave., Belmont, Calif.

A Canadian Pacific Mikado-type hauls an eastbound freight over Toronto, Hamilton & Buffalo tracks. Scene is at Hamilton, Ont., in the summer of 1953.

Photograph by Elmer Treloar

Rock Island engineer Malcolm Swafford watches train No. 2 swing over to the westbound main near Atkinson, Ill. Trains were single-tracked for several miles because of track work.

LaSalle Street Station late at night near the information booth; only Rock Island now uses station.
Photos on these two pages by Edward T. Wojtas, 6502 Parkside Dr., Tinley Park, Ill. 60477

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***What is the Railroad Hall of Fame?***

The National Railroad Hall of Fame and Museum is an historical shrine of people who have made significant contributions to American railroads. Twenty-one persons have been enshrined, starting with Abraham Lincoln. The museum also has a "Hall of Romance," which includes nine people, the first being Casey Jones. Temporary exhibits have been made in Los Angeles and the Oregon Centennial Exposition; now, the organization is looking for a permanent site. Founded on July 4, 1950, it is a non-profit corporation.

2 ***Which U.S. President holds the record for the greatest amount of rail travel?***

Franklin D. Roosevelt. During his 12 years in office, he traveled a total of 243,827 miles. Second was President Taft, more than 114,500 miles, including two trips to Panama and a two-month summer rail tour of the U.S.

3 ***Did Johnny Cash ever work on a railroad?***

No, but he grew up next to the Cotton Belt tracks near Kingsland, Ark. His uncle, an engineer named Horace Rivers, gave Johnny cab rides often and let him pull the whistle cord. Recently, he was presented with a plaque by the Louisville & Nashville. "I would have tried anything with the railroad—brakeman, switchman . . ." he told the L&N public relations staff. In the past year, many have written to the AAR wanting to know why Johnny wasn't doing their commercials. The engine pictured on his television show is a Union Pacific "Big Boy."

4 ***Print a brief history of the New York, Susquehanna & Western.***

Incorporated in April, 1893, the "Susie Q" became controlled by the Erie. It lost a great deal of money in the late 1930's, so the Erie gave it up in 1940, the year NYS&W went into receivership. Until that time it had used mostly Erie equipment. In the 1940's, purchases included 5 ACF double-ended railcars (see photo) as well as some RS-1's. The railcars were replaced in 1950 by 5 new Budd rail diesel cars (RDC's), now used on the Jersey Central. At one time the mainline ran to Stroudsburg, Pa. Today, the western terminus is Sparta Junction, N.J. June 30, 1966, marked the end of NYS&W passenger service.

5 ***Does Panama have any standard-gage track?***

No. There are two different gages in that country, 3-foot and 5-foot.

6 ***Who invented the rail bike?***

It was invented in 1894 by a Hagerstown, Ind., industrialist, B. F. Teetor. Strange as it seems, rail bikes are in production today. They are built at Hagerstown by the Light Inspection Car Works, part of the industrial education dept. of the Nettle Creek School Corp. in that city. They are made in three styles—a single-seater, a double-seater, and a triple-seater, for gages between 18″ and 5′6″; prices run from $175 to $325. Also, parts are made for the bikes; last year parts were sent as far away as Nigeria.

7 ***Which road ran the first air-conditioned train?***

The Baltimore & Ohio. Its Washington to New York train, the *Columbian*, became the world's first completely air-conditioned train in May, 1931. The first long-distance train equipped with air-conditioning was the C&O's *George Washington*, in 1932.

8 ***Give a brief history of the Chicago, St. Paul, Minneapolis & Omaha.***

Known as the Omaha Road, it was incorporated May 25, 1880, and served

Used for lamp maintenance, this was one of Canadian Pacific's last one-man handcars. Its driver looks as though he is winning the race with No. 4250.
Percy Booth, 47 Farmcrest Dr., Agincourt, Ont., Canada

primarily Minnesota and Wisconsin but reached into Iowa, Nebraska, and Mitchell, S.D. In 1924 it operated 1749 miles of track. Controlled since 1883 by the Chicago & North Western, it is now part of that system.

9 ***Did Canadian Northern ever own any 4-6-2's?***

Yes, it owned four Pacifics, Nos. 700-703, built in 1913 by the Montreal Locomotive Works; driver diameter 57 inches. Canadian Northern motive power predominated in Ten-wheelers and Consolidations (2-8-0's).

10 ***Would you print a poem called*** **The Brakeman's Song?**

Yes. It was written in 1908 by W. D. Wattles. Despite the title, the poem is about conductors.

Some fellows would be President
And manage state affairs,
While others would be Senators
Or multi-millionaires;
But for the highest place of all
I'll work with might and main,
Conductor on a passenger—
The man who runs the train!

When he comes walking down the aisle,
With firm and lofty tread,
Then Senator and millionaire
Alike must bow the head;
To countermand his least decree
The mighty try in vain,
For he's a reigning autocrat,
The man who runs the train.

Running Extra

"Gathering material for a book on the Bangor & Aroostook, I want to hear from anyone with info. on early history, construction, and predecessor roads. I am particularly looking for good photos of the BAR, B&P, and B&KIW." —Albert Herskovits, c/o *Railroad Magazine,* 205 E. 42nd St., New York, N.Y. 10017.

Correction to our July dept. comes from a Penn Central crew dispatcher, now on active duty in the U.S. Air Force. John F. Hollner III, Box 1999, 436th Supply Sqdn., Dover AFB, Del. 19901, says E7's are not the only passenger diesels operated out of Harmon, N.Y. "To my knowledge," he adds, "E8's, numbered 4036-4095, are still shopped and operated out of Harmon. I have ridden them many times."

"Has anyone ever written a history of the Lehigh Valley? When was the Auburn branch built, running from Sayre, Pa., to Oswego, then Auburn, N.Y."—Leland C. Yetter, RD 2, Box 89, Berkshire, N.Y. 13736.

D. M. Brown, 223 S. Main, Granville, Ohio 43023, wants information on the questionable authenticity of two Pennsy Baldwin M1 brass builder's plates he bought, numbered 59482 and 59483; dated 1926.

"We are trying to locate a photo of a huge boulder moved from Bakers Island off Mt. Desert, Maine, in 1909-10 and then transported by flatcar from Mt. Desert Island ferry to Bangor. Does anyone have such a photo?"—J. Malcolm Barter, asst. to the publisher, *Down East, the Magazine of Maine,* Camden, Maine 04843.

"Anyone want to buy a lady's dance program of the first annual ball of Hartford, Conn., railroad employes, April 17, 1877, original, in good condition?" asks J. E. Shea, Belden Rd., RFD 1, Burlington, Conn. 06085.

Norman L. Wedekind, 11800 S. Vermont Ave., Los Angeles, Calif. 90044, asks which Class I and Class II roads run express all-refrigerator trains.

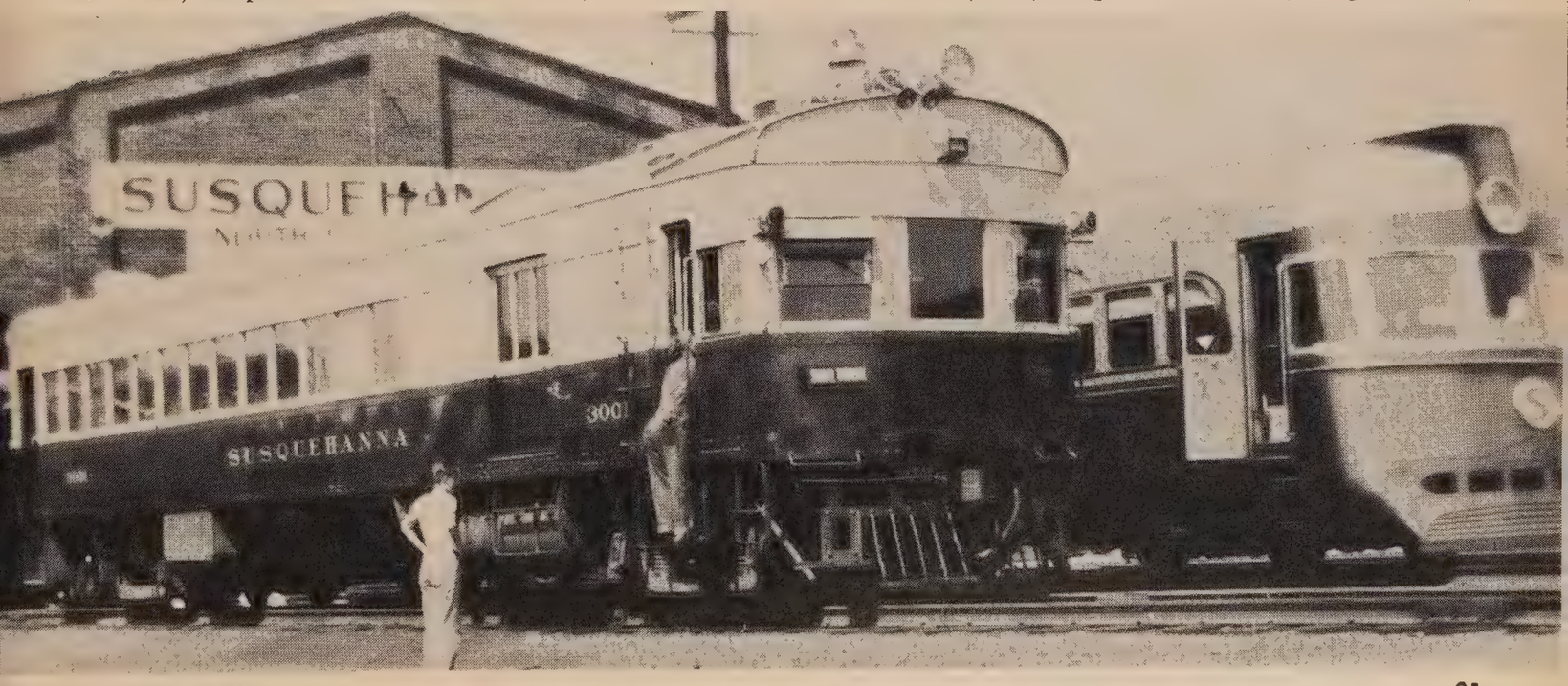
"Topographical maps covering the northeast corner of Pennsylvania offer evidence that the Lackawanna rebuilt its main line. A 1947 map shows U.S. highway 11 where the main line was in 1918. Can anyone tell me about the relocation? Was this branch line abandoned; if so, when?"—Jerry Dziedzic, 66 Edgewood Pl., Maywood, N.J. 07607.

"I need information on the Pittsburgh Railways Co. system, especially a detailed account of the construction and operation of its electric track switch."—Michael E. Romansky, 421 Laveen Ave., Wilmerding, Pa. 15148.

Several questions about passenger trains come from P. J. Templeton, 48½ Rowley St., Rochester, N.Y. 14607. He asks when the Lackawanna took off passenger trains from the Oswego-Binghamton branch and when the Pennsy discontinued such service on its Sodus Point-Williamsport line. Also wanted, is the train number of the westbound PC mail and express train that runs through Rochester, N.Y., about 1 p.m. daily. ●

The Williamson Library, Grand Central Terminal, N.Y.

New York, Susquehanna & Western railcars, shown at the North Hawthorne, N.J., Shops about 1940 (see Question 4).



Led by a Pacific, a Rock Island passenger train leaves old arch trainshed of LaSalle Station.
Rock Island Lines photograph

The Fading Grandeur of

LASALLE STREET STATION

by Edward J. Wojtas

CHICAGO'S Grand Central Station no longer sees any passenger trains, its last C&O-B&O "varnish" by now having moved to the North Western Station. The famous old GCS is doomed to ultimate razing. In a year or so, after the transfer of mainline and suburban Rock Island trains to nearby Union Station, the LaSalle Street edifice also will be quiet. The city administration, long hopeful of consolidating the three rail depots in Chicago's South Loop area to make room for housing and roads, is well on the way to materializing its politically-popular dream.

After that, LaSalle's great overarching trainshed will no longer reverberate to the screech of flange against steel rail or the squeal of brakeshoes against wheels as the trains nose up to their bumping posts. Gone are the halcyon days of the *Golden State* and the *20th Century Limited*—luxury trains that enraptured many of us, but especially the late Lucius Beebe. Let's look into the history of this joint Rock Island-New York Central structure, which was built between 1901 and 1903 to replace a smaller depot on the same site.

The Rock Island railroad was chartered originally to link Rock Island, Illinois, with the now-forgotten terminus of the Illinois and Michigan Canal at LaSalle, Illinois. But its promotors soon realized the growing importance of Chicago as a future rail center for lines from the East, so they asked the state legislature to amend their charter to permit a track extension into that city. The legislature agreed on Jan. 27, 1851, changing the corporate name to The Chicago & Rock Island Railroad Company. (At that point, the railroaders hadn't yet envisioned a potential link to the Pacific Ocean.)

The following October ground was broken at old South Street, then the city's southern boundary line. By January, 1852, shining rails had been laid on a light roadbed, spiked, and bolted all the way to a proposed connection with the Northern Indiana Railroad at what is now Eaglewood, Ill.

Meanwhile, on May 26, 1851, the City of Chicago had passed an ordinance granting railroads the right to lay track in any street between State

and Halsted streets and to extend rails as far northward as Polk Street. Thereupon, the Rock Island laid single track on Clark Street to 12th. A newspaper ad advised potential passengers to apply "for tickets at the office in the depot, corner 12th and Clark streets." That depot was a plain, whitewashed, wooden structure, 60 by 25 feet, lit at night by smoky coal-oil lamps.

As the rail line pushed further west, train service reached the town of LaSalle, while Chicago had drainage problems. Officials were trying to raise the terrain. Acres of mud every time it rained made it difficult for pedestrians to get to the various railroad stations. To cope with this, the City Council asked the railroads to cooperate by extending their lines further into the heart of the city. The Rock Island did so, as far as Jackson Street.

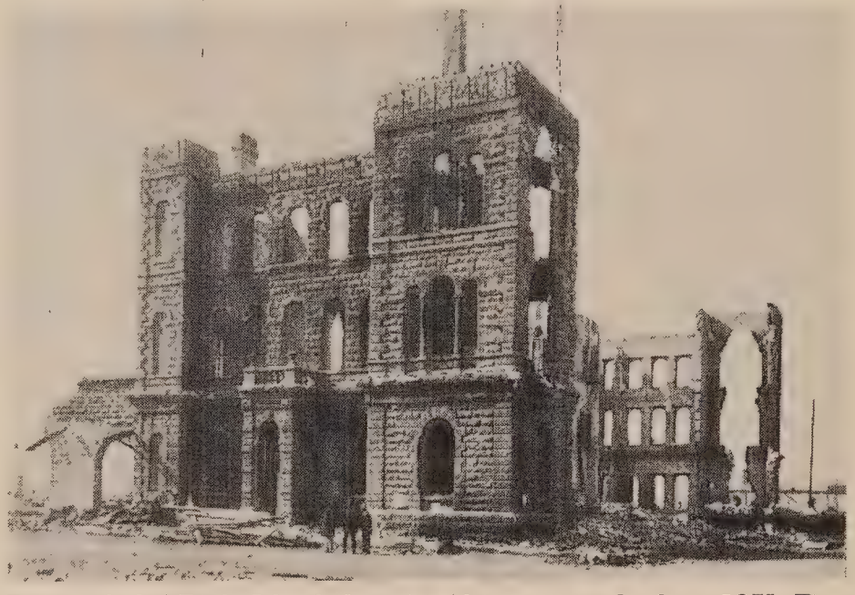
A small station, costing some $60,000, was set up on Van Buren Street in 1853. Built of unplaned, whitewashed boards, it had a frontage of nearly 200 feet, but burned down about two years later.

1855 the Northern Indiana road was reorganized as the Michigan Southern & Northern Indiana. The two railroads began building a new station at Van Buren and Sherman streets. The *Chicago Herald* forecast: "The span of the roof from the side walls is 116 feet, with but a single support in the entire building, as it will be constructed on the principle of Howe's patent truss. The ventilators will be in the roof. The height of the walls will be 22 feet from the floor while the height from the floor to the center of the arch will be 42 feet. The roof alone will cost $23,000."

Whether the station existed as described by the optimistic *Herald* is very uncertain; in any case on Dec. 2, 1855, trains from both roads began operating out of it. Slightly to the north, the United States Express Co. occupied a small wooden building. Trains loading passengers and express often blocked the street. "This should not be allowed," the Chicago *Daily Democrat* editorialized, "particularly on wet and rainy days, because Van Buren Street is one of Chicago's new planked thoroughfares."

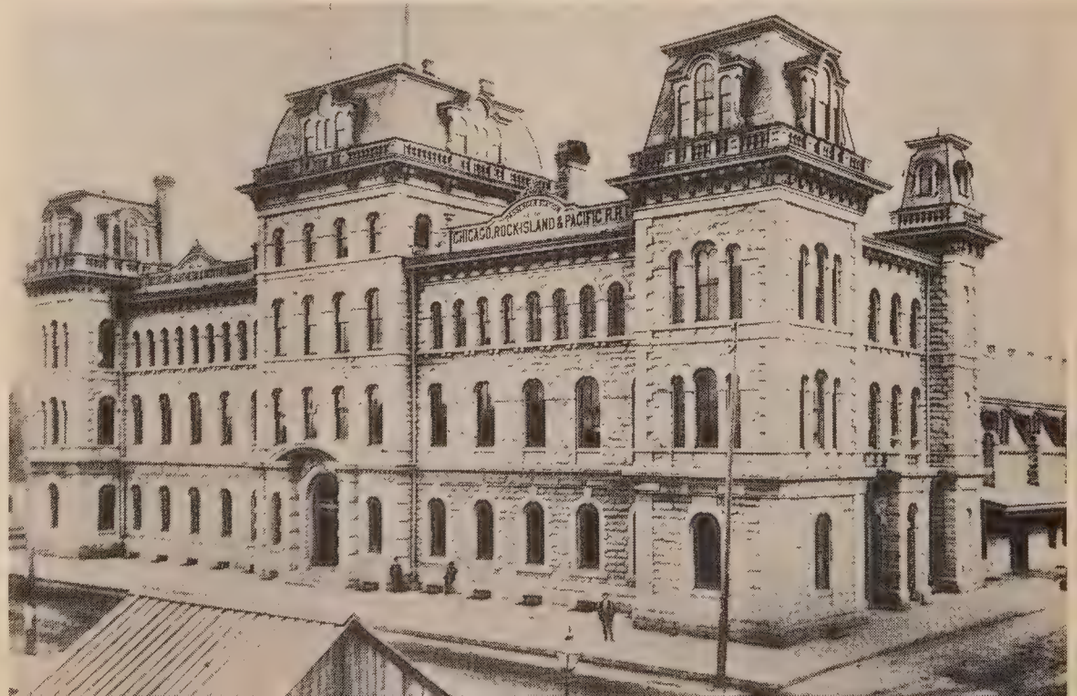
Shortly afterward, the entire permanent joint right-of-way between 22nd and Van Buren streets was acquired to replace the temporary track laid on Clark Street. Then a decision was made to build a new, larger station that would be the city's best.

Passenger station of the Michigan Southern, latter destroyed in the Great Fire.
Chicago Historical Society



Ruins of the Rock Island depot as they appeared aftter 1871 Fire.
Courtesy Chicago Historical Society

Rock Island Lines' archives
This handsome Rock Island station, opened in 1872, was located at LaSalle Street.



An interior view of the Lake Shore & Michigan Southern station is seen in this very rare photograph, taken about 1875.
Chicago Historical Society

Work on it started April 16, 1866. Built of limestone in Franco-Italian architecture, it had a central roof of Howe truss design, 60 feet above the platforms, spanning the tracks in a wide arch, with skylights and ventilating tunnels. There were three tracks for departing trains, two for arrivals, plus the usual baggage rooms for both railroads as well as waiting rooms, toilets, dining facilities, and offices for operating officials. The edifice, 605 feet deep, cost nearly $225,000—a heap of money in those pre-inflation days! It was an imposing three-story structure with a gleaming copper mansard roof and three fine towers, the central one higher and more elaborate than the others.

A brochure telling about it boasted that "from the towers an excellent view of the city may be obtained." Also: "There has been no lack of expenditure to secure for the traveling public every possible security, protection, and convenience."

But, of course, it offered no security against the great Chicago fire of Oct. 9, 1871. Mrs. O'Leary's cow, legend has it, kicked over an oil lamp in a stable that day, with no idea how much history she was making. The station went up in flames, along with several thousand other buildings, including the nearby company-financed Pacific Hotel, all of the railroad's general offices, the freight depot, three sleeping cars, eight coaches, and eleven baggage and freight cars.

Even so, Phoenix-like, a new passenger station, built of limestone, arose from the ruins of the old one. At the grand reopening on Oct. 31, 1872, it was hailed as "the finest structure of its kind in the West." (Today we'd say "midwest.") Except for minor architectural details, the resurgent edifice strongly resembled its predecessor.

A gala fete was held. The massive trainshed became a temporary coliseum in which for two days jubilee con-

certs were staged to mark the city's rehabilitation.

But not all of Chicago's rebuilding program progressed so well. The *Tribune* noted on Sept. 11, 1875, nearly four years after the holocaust: "Since the fire there has been but one depot worthy of the name erected by the several railroad companies entering the city, and that is the palatial structure of the Lake Shore & Michigan Southern [the former MS&NI] and the Chicago, Rock Island & Pacific railroads. The other structures used for depots in this city are poor makeshifts."

The Rock Island's annual report for 1887 mentioned that the Chicago depot, owned jointly by the LS&MS, had been enlarged by two stories and a new attic. The old mansard roofs were removed and two peaked towers were added, each with clocks on three of its four sides.

In 1898, Rand McNally & Co. published a book called *Views of Chicago.* Text matter for one of its features, the "Van Buren Street Station," declared:

"This depot headed La Salle Street and was a conspicuous landmark for the city. In the Great Fire it stood for many hours as protection to the eastern part of the south side. Fifty-two Rock Island trains and 56 Lake Shore trains arrive here daily, and 4,500 passengeds arrive and depart daily by the Rock Island and 3,500 by the Lake Shore."

Its cost, $700,000, included the 1888 expansion. But even that expansion didn't amply prepare for the surge of passenger business in railroading's golden era. So plans were drawn up to replace the depot with a new structure in the early 1900's, the present LaSalle Street Station.

LaSalle Street Station in 1888, after two floors and an attic had been added.

When completed, it rose 12 stories high; eventually a 13th was added. One point stressed at the opening ceremonies was its easy access to Chicago's newly operating Union Elevated Loop. From the waiting room on the east, a direct walkway led to the Loop so that passengers could easily pass from railroad station to elevated trains, or vice versa, without descending to the street.

Instead of the customary rough end of a trainshed, the concourse was finished in architectural harmony with the waiting room. Forty-five feet wide and 210 feet long, it had a magnificent barrel-vault ceiling. Tracks were raised above ground level. Two underpasses were built, while a third street was closed. Many years later, in 1955, when the modern Eisenhower Expressway was being built, a third underpass was bored through the station at ground level.

Meanwhile, near the end of 1901, through trains using the old edifice began to run temporarily into nearby Grand Central Station, one block west. The old Van Buren Street depot was torn down, and excavation for the new building got under way. A stone-crusher was set up. All of the old stone was broken up and used in the concrete for the new building's foundation.

The more than 14,000 tons of structural steel used in the railroads' office building, trainshed, and track elevation was, at the time, the largest amount ever utilized in any Chicago building. A grand staircase and two huge passenger elevators led from ground level to track level. Later, two escalators were installed. Marble and mosaic, with a decorated plaster ceiling, adorned the main waiting room. All woodwork was mahogany.

The main building had over 6,000 lights, the trainshed 108. One small generator carried the entire load most of the day, but with heavy demand a much larger generator automatically took over. An interlocking tower handled the 176 switches controlling as much as 1,500 train movements a day into and out of the station. Opened for traffic July 12, 1903, the present station witnessed the rise, peak, and virtual demise of the passenger train.

A scene at LaSalle Street Station today: Commuters Carol Costello, Ethel Smith, and Patricia Blaeser (left to right) consult timetable before boarding a train.
Photograph by Ed Wojtas

The Nickel Plate Road, which operated passenger trains from its own depot at 12th and Clark, moved them into the new LaSalle Street facility shortly after it opened. The last NKP trains—in reality, Norfolk & Western trains because of the merger—ran out of the station on Sept. 9, 1965.

The station also served the Chicago & Eastern Illinois for nine years, beginning July 31, 1904. And on Oct. 27, 1968, Penn Central operated a train out of it for the last time. Today it is only the Rock Island that remains.

Millions of passengers and employes have passed through this great edifice. Countless tales are told about them. Charlotte Mozdren, the Rock Island's long-time night telephone operator, tells us that one night the station policeman brought into her office a sobbing, barefooted but otherwise well-dressed woman. It seems that the stranger had been visiting the city with her husband and some friends. The party, except for the woman, got drunk, took her shoes, purse, and railroad ticket as a "joke," and said, "Walk home to Peoria." The poor lady was stranded. Charlotte loaned the victim her own shoes, which happened to fit, and $5, and the policeman put the visitor on the one a.m. train for Peoria. Both shoes and $5 came back to Charlotte on the very next train.

There is no record of homicide on the station property, but some persons have died there, mostly of heart disease. Lucille Heveran, the ladies' waiting-room matron, vividly remembers a night in the early 1960's when life began in the depot.

"Just back from supper," she says, "I heard a moaning from one of the stalls in the toilet room: 'Help me! Help me!' Unlocking the door with my pass-key, I saw that a woman was about to give birth to a baby. Well, we got a stretcher, took her to the first-aid room, and called a doctor. A girl was born before he could get there. I had delivered three babies previously, so I knew pretty well what to do."

The mother named the child Cathy Lu, the "Lu" being for the impromptu midwife. We come now to Willie Lewis, the patient and hard-working redcap who retired in 1962 after fifty years of portering. Willie was the nation's first redcap to have held such a job for half a century. He was not overpaid, but received many letters of commendation from publicity-seeking greats and near-greats who passed through the depot.

Willie could regale you with stories of his doings and the personalities he served, including many Hollywood film actors and actresses. One of them entrusted him with the care of jewelry valued at nearly $300,000. Another time, he spent two weeks caring for two separate movie stars' kids and a Russian wolfhound in his home.

One colorful chapter in the old porter's life was the pre-World War I days of heavy immigration. "Europeans kept pouring into the United States," he recalls. "They'd reach Chicago still dressed in their national costumes and pay us in their native currency. Many a night I'd go home with a pocketfull of marks, francs, lira, or pounds. Sometimes we'd load up 15 to 20 immigrants in a horse-drawn wagon and take them to where they were going."

The bootleg days of prohibition also etched themselves into Willie's memory. "Often," he says, "I'd get a wire to meet some man coming in on the New York Central from Detroit, across the river from Canada. Well, he usually

The year is 1950 as a Rock Island yard diesel pulls a consist of head-end cars and a dead steam switcher, No. 237.
Photograph by H. L. Kelso

Rock Island Lines photo.
This huge service flag hung in LaSalle St. Station during World War II. It commemorated railroad employes in armed forces.

Engineer and conductor of *The Wolverine* check their watches prior to departure, August, 1952; at left is *The New England States*. (Opposite page) the famous *Golden State* awaits the green light that will start her on the run to Los Angeles.
Photographs by H. L. Kelso, 3139 Hollypark Drive, Inglewood, Calif. 90305

toted several big heavy suitcases that tinkled and clinked with the least jar."

Another oldtimer, Eddie Eckert, who retired as general stationmaster seven years ago, could tell you plenty about the old building.

"We had a helluva lot more trains in the old days," he muses. "We'd mark them upon a huge blackboard that hung in the station. During the day we stored the Rock Island suburban cars on the tracks just south of the station. That was before we had the coach yard out by 12th Street. We had to work our through trains around them, and with as many trains as we had it was quite a problem."

Eddie associated briefly with all of our country's Presidents from Wilson to Eisenhower. "Truman once had his train in the station for 24 hours," he states. "We parked it on track 9, but had to keep track 10 open also, to give the secret service a clear area for train protection. One event that stands out in my mind was Truman's penchant for a brisk daily walk at 5 a.m., regardless of where he was staying. Secret service men kept following him up and down the platforms."

When Franklin D. Roosevelt was in town, his private automobile would drive right into the first-floor baggage room, where he'd transfer into a baggage elevator that took him to train level. His private railroad car, the *Ferdinand Magellan,* usually was parked on track 12. A special ramp extended from the elevator to the rear observation platform to help the crippled President board it more comfortably.

When Mrs. Roosevelt—who usually traveled in regular train service—was in town between trains, she'd regularly use the stationmaster's office as a temporary headquarters. There she'd dictate letters to her secretary, using Eddie's phone and typewriter.

Eddie, who worked for both the Rock Island and the New York Central, fondly recalls the *20th Century Limited*. "It often ran as four or five sections a day, usually six or seven on holidays. It was quite a sight to see all those beautiful trains backed down to the bumping posts with their open-end observation platforms and lighted drumheads. At exactly 12:40 p.m. they'd all start moving away from the posts at the same time."

Both the *Century* and LaSalle Street Station were "bit" actors in a Hollywood thriller *North by Northwest,* which Alfred Hitchcock released in 1959. Movie fans who saw it may recall that Cary Grant, disguised as a redcap, helped Eva Marie Saint with her bags while dodging police.

During World War II, the Government put out a call to citizens for copper and brass. At the time, all of the ornate light fixtures in the station's waiting room were removed and replaced with the present lighting. One fine old fixture alone weighed 800 pounds. All told, over a ton of the scarce metal was salvaged for the war effort.

One Sunday in 1947, a violent explosion tore through a building on

Two photographs by H. L. Kelso

(Left) Nickel Plate Limited ran between Chicago, New York.

(Above) Rock Island towermen at LaSalle's Polk St. tower.

the corner of Wells and Van Buren streets, only a half-block west of the station. All windows in the station, from ground level to the roof on the north and west sides, were blown out. A layer of glass two inches deep littered the sidewalk.

Building personnel at work that Sunday on a special project were shifted over to clean up explosion debris. Others rushed into Chicago, sent by the Rock Island, the New York Central, and the Nickel Plate. By morning—with the aid of a car of plywood hurriedly dispatched into town on the rear of a passenger train—all windows were boarded over before employes began arriving at their desks.

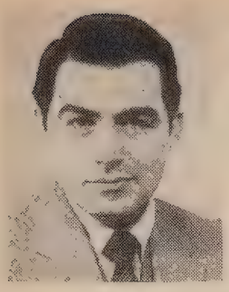
LaSalle Street Station as it appears today, seen from Board of Trade Building.

As originally built, the station had a huge arch roof over the trainshed. In 1933, it was dismantled and replaced with the present flat concrete roof. Worn out and rotted from the acids in smoke and steam-engine gasses, the old iron structure was deemed unsafe. The new roof, however, had problems of its own. Cinders from steam locomotives would shoot up through the smoke slots and rain down on the flat structure. Says Russ Miller, retired building custodian, "We'd go up there and clean that roof twice a year, in spring and in autumn. Wind would blow those cinders into furrows and piles, like huge black snow drifts. We had to get it all off, or the roof would have collapsed from all that weight."

The change to diesels eliminated that problem. Another pesky item in steam days was keeping station offices clean. With no air-conditioning, open windows were the only ventilators, and along with the air came a flow of cinders, smoke, and soot.

For many years, the annual holiday pageant in the station during the days preceding Christmas was a popular tradition. Choirs and glee clubs sang during the daytime hours. A huge Yuletide tree was always set up, and musicians helped to entertain. One blustery night in 1950, with the Korean War in full swing, zero temperatures outside, and trains running late, the music program was kept going until well after midnight. The station was jammed with holiday travelers.

But these are stories of bygone days. The LaSalle Street Station is fast fading into history.



IN SEARCH OF STEAM

with Mike Eagleson

A STEAM-POWERED logging road, possibly North America's last, is using two 3-truck Shays and an 80-ton Heisler, all standard gage. I mean the Cia Maderera de Durango, located near El Salto in the State of Durango, Mexico. Better hurry down there for photos while you can.

Dwight Smith's ex-Canadian National 0-6-0 is now being repaired by volunteer labor in Rigby Yard at South Portland, Maine. Dwight hopes to open a tourist line with the 0-18c class steamer, whose original 4-digit CNR he changed to 47. I hope he doesn't alter her Canadian National look also.

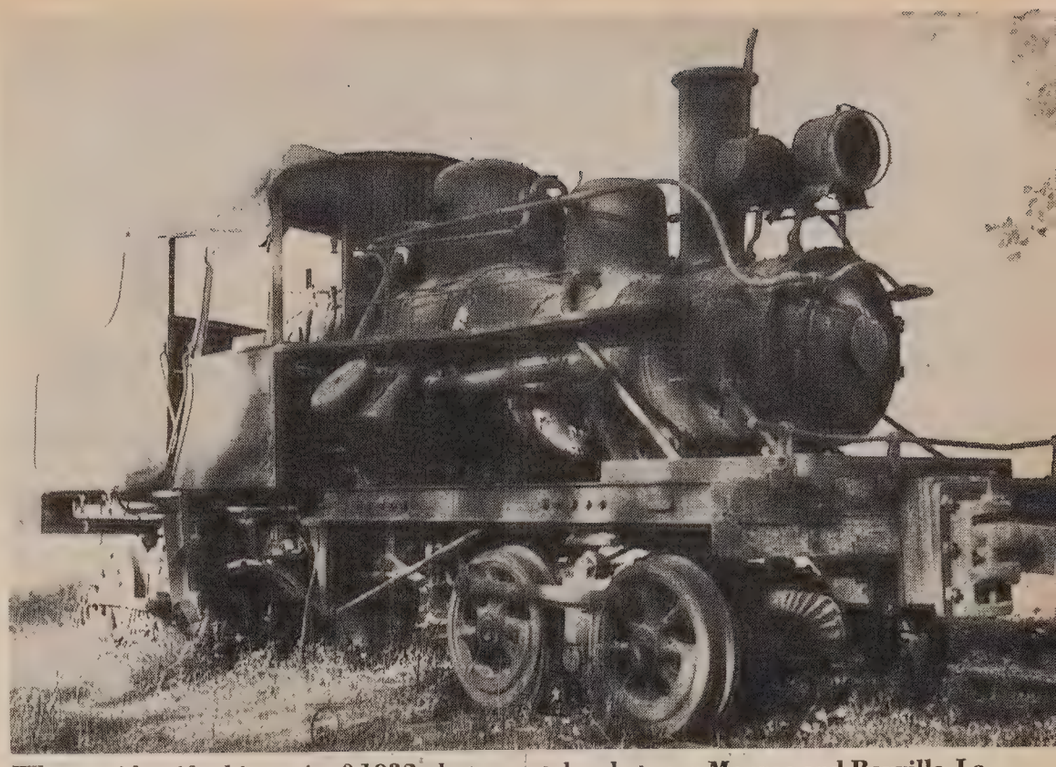
"Who knows where we can buy a small standard- or narrow-gage tender-engine weighing about 35 tons?" asks Frank Love, Railroad Museum, Chatham, Cape Cod, Mass. 02633.

The little Yakutat & Southern at Yakutat, Alaska, has been idle over 3 years; its bridges are collapsing. Trapped on the property is an unidentified, rusty, steam loco, which can't be removed by rail. Alaska-Yukon Chapter of NRHS wants to take her to Anchorage and safety, reports Albert J. Franck, P.O. Box 171, Richmond Hill, N.Y. 11418.

Recently ex-Alabama By-Products 0-6-0 No. 4046 (ex-U.S. Army No. 4046) passed her hydrostatic test, with no major problems detected. Her valves are in bad shape, however, and must be rebuilt, replaced, or repacked before she can be fired up for the first time by her present owner, the Heart of Dixie Railroad Club, Atlanta, Ga.

Just purchased by Terry E. Durkin, Railway Equipment Appraisals, 3660 Pringle St., San Diego, Calif. 92110, is ex-Ventura County Railway's 2-6-2 No. 2 from W. E. Standish. This 1922 Baldwin (serial No. 55415) is in fine operating condition. Terry will consider leasing or selling the standard-gage oil-burner to a tourist operation or other interested party. Incidentally, he does professional appraisals on railway equipment for tax-deduction purposes, together with railbook author Ron Zeil, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932.

Ex-Rayonier 2-8-2 No. 70, now owned by Puget Sound Railroad Museum, Box 1362, Seattle, Wash. 98102, could be repaired for operating at a cost of about $5,500. The museum's executive board feels it would take 3 months, but they lack the necessary funds. Anyone willing to loan money?



Who can identify this engine? 1932 photo was taken between Monroe and Rayville, La.
Photo by Ed Hayman; collection of Henry Brueckman, Box 1545, Vallejo, Calif.

Kapuskasing Historical Assn. has acquired ex-Canadian National 4-6-2 No. 5107 for display only. This cap-stacked Pacific of fantrip fame was bought from the same loco collection as The Royal Hudson Company's ex-Canadian Pacific 4-6-4 No. 2839. For details on the KHA write Ron M. Morel, 23 Devonshire Ave., Kapuskasing, Ont., Canada.

Sad news: the Lakeville, Avon & Livonia's 2-8-2 No. 17 (ex-Savannah & Atlanta and ex-Elk River Coal & Lumber) has just been scrapped, says P. J. Templeton, 48½ Rowley St., Rochester, N.Y. 14607. This Mikado was used only one season, with a Pennsy tender, pulling Erie wooden-bodied Stillwell coaches, but had mechanical problems too costly for the tourist road to finance. So they bought, instead, ex-Huntington & Broad Top's 2-8-0 No. 38 and are now operating her, minus a front number plate but with the same Pennsy tender. If they had put No. 17 up for sale on the railfan market, properly advertised, I believe they could have gotten a higher-than-scrap price and thus saved her from the blow-torch. Let's hope other steam-power owners don't sell irreplaceable locos for scrap. I often get requests from people wanting to buy steamers.

A small, standard-gage, tender-engine and rolling stock are sought by H. M. Baker, 2801 Lake Drive, S.E., Grand Rapids, Mich. 49506. He hopes to save a small operating line from abandonment and will buy rolling stock to start a new tourist road.

Laclede Steel Co. of Alton, Ill., owned two 0-4-0 tank engines. Both had been idle for years but were still serviceable when one went on a flatcar to Red House, W.Va. The other loco may be displayed in an Alton city park, reports Joe Smith, 304 Picker Ave., Wood River, Ill. 62095.

Skyline Park, near Oswego, N.Y., is building a standard-gage amusement line. Besides an ex-U.S. Army diesel, they will operate an 0-4-0T Vulcan with a feedwater heater mounted atop the smokebox. She was once a coalburner, converted to oil; now her owner, Bob Smith, wants to reconvert her to good old soft coal. The engine used to haul pulpwood from Dexter to Watertown, N.Y., on an unidentified shortline connecting with New York Central.

Burlington's 4-4-0 No. 35 has just been donated and placed on display at Patee House in Kansas City, Mo. Although she served the Hannibal & St. Joseph almost a century ago, she looked in good shape recently when placed under cover to spend eternity. So says James E. Helbert, 1953 Warriors Rd., Pittsburgh, Pa. 15205. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, Edgemere Road, Mount Arlington, N.J. 07856.

Railfanette Lisa Mangan of East Arlington, Vt., alights from train after a fun-filled ride on Green Moutain Railroad. The chivalrous conductor is Phil Jordan.
Edwill H. Brown, 402 W. Main St., Norwich, Conn. 06360

PASSENGER TRAIN SURVEY

WHY does the Government build highways with the gasoline-tax money it gets from motorists? It doesn't tax whiskey to raise funds for building bigger and more attractive bars. It doesn't use the revenue from cigarettes to finance medical research that might lessen the hazards of smoking or lengthen human life.

Motor traffic accounts for some 80 percent of our air pollution. It also destroys much beautiful countryside with bulldozers to create superhighways. But passenger trains do not threaten our environment in any way. Why, then, can't part of the tax money received from motorists be used to support such trains? No politician will give you a straight answer to this question.

The Louisville & Nashville's president, William H. Kendall, comments: "When rail passenger business is placed on a graph with highway expenditures, it can be seen that since 1952 rail passenger business had declined in direct proportion to the increase in highway expenditures."

According to *Texas Rail-ways,* a total of $22,580 million (over $22½ billion) will be allocated this year by Federal, state and local governments in the U.S. for transportation, split up as follows:

Highways, $19,900 million; air transport, $1,860 million; waterways, $820 million, and railroads, $22 million!

Note that the sum for railroads is only *one tenth of one percent* of the total! Most of it goes for research and development on such projects as the $3 million recently granted to the Department of Transportation for experiments on the possibility of developing railroad equipment which, hopefully, would run 300 miles per hour operating on air cushions!

Now let's see what Canada is doing for passenger trains. The nation's Transport Commission has ordered Canadian Pacific to continue its Montreal-Toronto-Vancouver run, *The Canadian,* under federal subsidy. The subsidy exceeds $1,000,000 a month. Under existing rail-subsidy legislation, the national treasury picks up 80 percent of the loss. CP Rail had applied last October 31st for permission to drop the train, which it inaugurated in 1955.

Also, the Commission ordered CP Rail to file a plan showing how it can trim the deficit, saying charges for meals and sleeping accommodations should be at break-even levels. The

Commission found that the deficit on *The Canadian*'s operation in 1968 was $15,171,024, of which more than $9,500,000 was lost in the sleeping and dining services—and costs and losses have risen sharply since then.

The sacking of Stuart T. Saunders as Penn Central's chief executive brings not a single tear to our eye. Neither does the departure of several other senior executives connected with Mr. Saunders' idea of how to run a railroad.

It's not the policy of the *Daily News* to kick a fellow when he's down (although most of our readers would be pleased to get along on the newly-retired Mr. Saunders' yearly pension of $114,500). But we can't summon any sympathy because we don't think President Saunders ever showed any for the passengers who ride his railroad. So miserable has Penn Central's attitude been that even many of his own employes bitterly criticize it.

Harrassed commuters have had years of accumulating evidence of the line's public-be-damned policy. So now that Penn Central needs friends in the money markets, in Congress and yea, in the passenger coaches, it's apt to find them scarce.

The line has been busy trying to peddle the idea it has no responsibility to maintain commuter service if such service loses money. All PC wants, thank you, is its money-making long-haul freight and realty business.—*Daily News*, Philadelphia, Pa.

Penn Central has just inaugurated a second *Turbo Train* between Boston and New York, on Fridays and Saturdays only, continuing into October. According to Paul Funkhouser, senior vice president-passenger service, PC will continue to push for expansion of high-speed passenger service in the Northeast Corridor. Last year Penn Central earned about $27 million on mail carried in non-passenger trains. Much of this revenue was diverted from trains which PC now says are operating at a deficit. These facts were brought out at hearings in Washington, D.C., on PC's bid to drop all its east-west passenger service.

Robert A. Nelson, former director of the U.S. Office of High Speed Ground Transportation, says that on the basis of the *Metroliner*'s success, the presumption that passengers will not return to the railroads is unfounded. He made this statement recently at an ICC hearing on PC's passenger situation, testifying at the request of the National Association of Railroad Passengers.

Government studies show that for all service in the Northeast Corridor a one percent reduction in running

Millions of children today have never ridden a train. That doesn't apply to the kids of New Day nursery school in Troy, N.Y., shown leaving Penn Central train 70.
John Hollner, 12 DeVoe Drive, Albany, N.Y. 12205

time tends to increase patronage from 1.6 percent to over 4 percent. For the *Metroliners,* according to Nelson, the attained 20 percent time reduction seems to have boosted patronage between some city-pairs by as much as 50 percent. The studies also indicate that the *Metroliners* (introduced in Jan. '69) are attracting passengers who otherwise might not have traveled at all, as well as those "who are switching to rail from other modes—airplane, regular train, bus or automobile."

Ever see a railroad passenger station built largely of metal? This one has just been constructed by Armco Steel Corp. at Bainbridge, Ga., for Seaboard Coast Line. The metal roof and walls are combined with brick for attractive exterior.

Recently, I relived the experience of riding on a railroad. It had been 20 years since my last train ride. This one was on the high-speed *Metroliner,* operated by Penn Central between Washington, D.C., and New York City. It departed precisely on schedule; the train was cleverly designed, colorful, well lighted, and quite comfortable. But my anticipation of an exciting trip was shattered even before we were out of the railroad yard.

The timeless symbol R.R. has lost its meaning. It now figuratively means "Ribbon of Refuse," or—to put it more bluntly—trash canal, several hundred miles long! Even in the "old days" trains ran through decayed parts of cities. But now the decay spreads along almost the entire route!

The scene has shifted from a natural countryside to a liberal sprinkling of junked cars and refrigerators, and automobile tires, broken glass, bottles, and cans. Everyone seems to use the railroad right-of-way as a convenient dump! What a contrast: a shiny, new train running through a river of "garbage!"—Charles Lelly, editor, *New* magazine, Unity Village, Mo. 64063

U.S. Transportation Secretary John A. Volpe has announced a $20 million grant to help finance 120 commuter cars for the Long Island Rail Road. The grant, made to the Metropolitan Transportation Authority of New York will allow it to improve service for 260,000 persons who commute in from Long Island to New York City.

But don't cheer too loudly. Last March 15th, according to Mr. Volpe, the Federal Government and the New York and Connecticut state governments were to have signed an agreement involving a grant of $56.8 million and the purchase of 144 new passenger cars for Penn Central's New Haven Division. However, March 15th came and went, and as we go to press, the deal has not yet gone through.

Some 400 persons were on hand recently when the Rock Island's train No. 10 eased into the terminal at Des Moines, Iowa. They came to say goodbye to the *Corn Belt Rocket,* the very last of the Rock Island's passenger trains in Iowa. Engineer Charles Knox, who brought the final train in from Council Bluffs, surveyed the crowd and said: "That's like it used to be. Every train that came in here was that way."

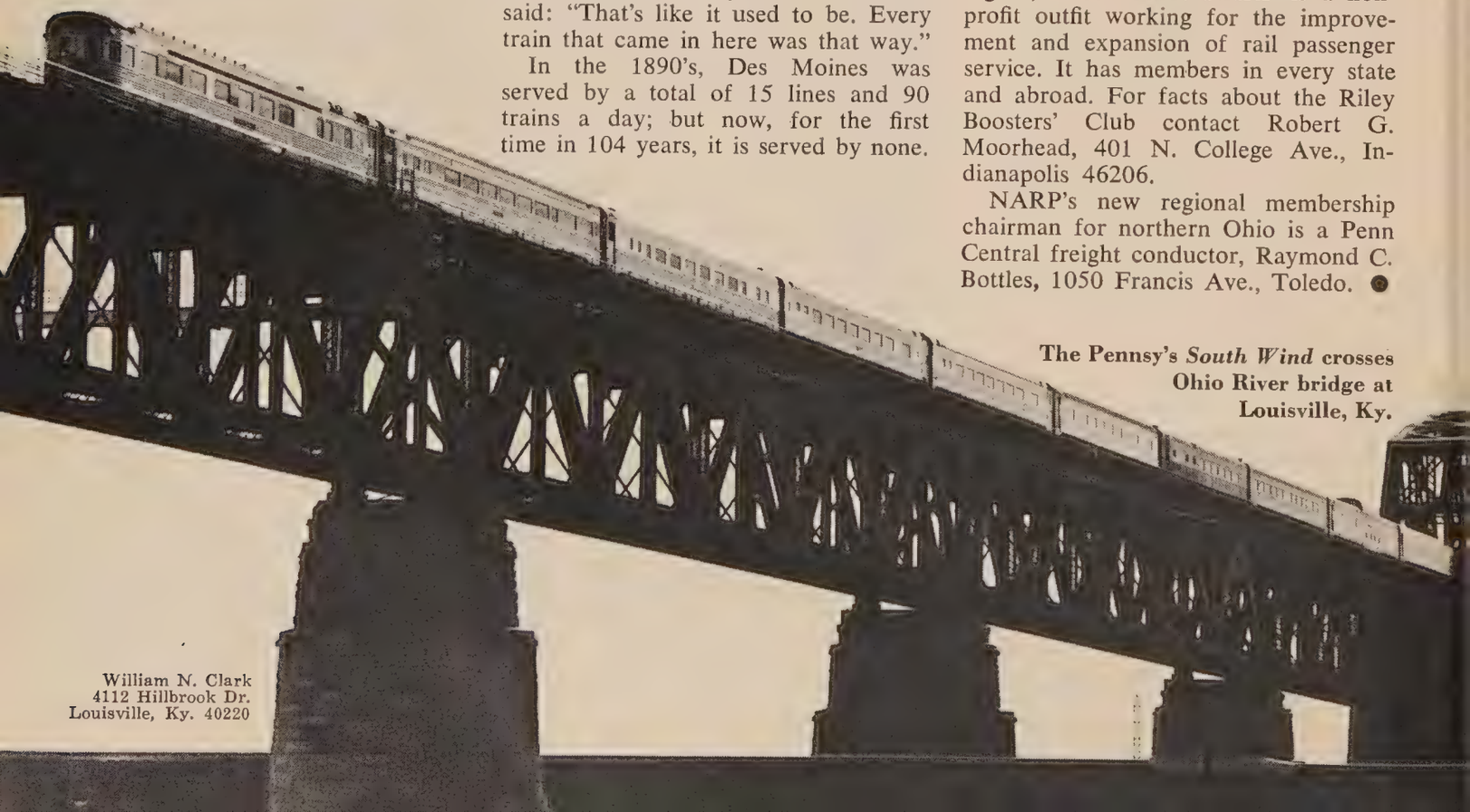
In the 1890's, Des Moines was served by a total of 15 lines and 90 trains a day; but now, for the first time in 104 years, it is served by none.

Northwestern Pacific's *Skunk* makes a 5-hour run each way through 200 miles of forest and mountain country not traveled by automobile. This Budd railcar links Eureka with Willis, in northern California. Reservations are advised. No meal service in the car.—Mark Wilson, 900 Verde Vista Dr., Visalia, Calif. 93277.

De luxe train tours from 19 to 28 days are being operated to Mexico, Western National Parks, Canadian Rockies and the Pacific Northwest, Grand Western Circle, Alaska, etc., from New York, Philadelphia, and other cities. For details, contact Four Winds Travel, Inc., 175 Fifth Ave., New York, N.Y. 10010.

The Riley Boosters' Club, an Indianapolis-based group devoted to the continuation of Penn Central's Chicago-Cincinnati *James Whitcomb Riley* and other passenger runs in Indiana, has become an affiliate of the National Association of Railroad Passengers, reports NARP chairman Anthony Haswell, 417 New Jersey Ave., S.E., Washington, D.C. 20003. NARP is a nonprofit outfit working for the improvement and expansion of rail passenger service. It has members in every state and abroad. For facts about the Riley Boosters' Club contact Robert G. Moorhead, 401 N. College Ave., Indianapolis 46206.

NARP's new regional membership chairman for northern Ohio is a Penn Central freight conductor, Raymond C. Bottles, 1050 Francis Ave., Toledo. ●



The Pennsy's *South Wind* crosses Ohio River bridge at Louisville, Ky.

William N. Clark
4112 Hillbrook Dr.
Louisville, Ky. 40220

Photo by Jimo Perini

Interesting Railfans NO. 94

GEORGE E. HORN

by Freeman Hubbard

MY TOUGHEST writing job thus far in this series is the story of George E. Horn, who has made both a career and a hobby of rapid transit. No. 94 is unusual in many ways. My problem is how to do justice to him in our limited space.

George's dedication to electric rail operation is a heritage from two maternal grandparents, his mother, and his Aunt Lucy. You can trace it back to the 1890's, when Grandpa hired out as motorman on the 3rd Avenue trolley line of Brooklyn Rapid Transit Company. He had a late run. Laura Harrison, who eventually became George's mother, would wait for his car with a lunch basket containing her father's supper and would ride out to Bay Ridge and back with him.

There were two tragic events in the Horn family. First, in 1907, Grandpa accidentally brushed against a panel board in a subway-elevated substation and was electrocuted. A company policy was to hire relatives of deceased employes, so the widow became a ticket agent on the Brooklyn elevated lines. She bucked the extra board at $1.50 for a 12-hour working day. On days when no vacancy showed up, Mrs. Harrison earned nothing. Sometimes she took her daughters, Laura and Lucy, with her on the job. They slept on the hard floor in the agent's booth while she was making change for the few customers who rode late-night el trains.

When the girls grew up, the BRT hired them also. Laura resigned in 1917 to marry a marble cutter and polisher. From that union George was born Sept. 28, 1918. A month later, when the BRT motormen went out on strike, the second tragedy occurred. Trying to maintain service, the management assigned a crew dispatcher named Luciano to operate a five-car train over the Brighton Beach line. He was not qualified for that run.

"My father boarded Luciano's train at Franklin Avenue, above ground," George tells me. "Three stops further on, the line dove underground at the Malbone Street entrance to Prospect Park. Aiming to make up lost time, Luciano picked up speed on the downgrade and slammed into the tunnel wall of an S-curve! The first car jumped the track and rode the ties into the tunnel. The second car was tilted in such a way that the tunnel portal ripped off its roof, decapitating many passengers! The other three cars also were damaged. You can imagine the panic that ensued. It was the world's worst rapid transit wreck: 97 dead, 225 injured!

"My father, on the rear open platform of the first car, had a fractured skull. With an influenza epidemic raging and the city hard pressed for medical help, due to demands of World War I, the injured victims were rushed to hospitals in which the flu patients, groggy as they were, had to help as best they could with the sudden influx of bloody new cases! But my father recovered. Today he is hale and hearty at age 81. Because real estate promoters wanted the public to forget the Malbone Street disaster, city officials renamed the street Empire Boulevard."

Unlike George's mother, Lucy never married but kept working for BRT. As a baby, George often accompanied his aunt on her job and slept under the change boards in many Brooklyn el stations. Years later, he spent whole days with her when she worked. The fare was a nickel in those days. When Lucy had night duty, the boy would wait on the station platform for the money-collection car. Even before it stopped, two employes would swing off and run to the agent's booth. Each had a gun. They opened a little safe, removed the bag of coins, and raced back to the waiting car. Its bell ding-donged. The car sped off into the darkness, having stopped less than a minute.

George was proud when the New York Historical Society loaned him the sterling-silver controller handle used by a mayor in 1904 in operating Interborough Rapid Transit's first subway train. George featured it in a lecture on the 50th anniversary of that event.

Once the money train was robbed, in a Culver line station in the mid-1930's. Three men, ostensibly waiting to board a train, shot the collectors, killing one and wounding the other, and fled in an automobile. About six months afterwards, a detective heard of a man trying to cash a lot of nickels. The suspect was arrested, convicted of murder, and died in the electric chair.

While growing up in Brooklyn, George was fascinated by the various types of trolleys he saw operating. He often recognized motormen and waved at them. When long processions of cars close together passed his home, he knew there had been a tie-up. Graduating from Vocational High School in 1936 the lad had to take a Depression job as laundry packer at $15 a week. While at work, he often ran outdoors to check the numbers of trolley cars en route to and from repair shops of Brooklyn & Queens Transit.

In 1937 he bought his first movie camera and tried it out on a fantrip over the steam-powered Hoosac Tunnel & Wilmington Railroad. Riding the tender despite smoke and cinders, he made movies of the journey that showed several flatcars full of passengers being

pushed through Deerfield River valley.

Around that time, streetcar lines were vanishing. Newspaper maps showed the extent of trolley travel still possible in the New York metropolitan area. They fired his desire to film as many trolley operations as he could in and around New York, besides the city's elevated lines.

This project took all his free time from 1938 to Oct. 15, 1940, when he enlisted in the regular Army. Even then he kept shooting movies almost until the last minute. Some of the footage he could not review until years later. That was because whenever he got a pass to go home, he'd continue to make film during the daylight hours, waiting until darkness to socialize with his family and friends. He sympathizes with the efforts of today's youth to avoid military service.

"My five and a half years in the Army," he says, "was a waste of time and talents. The inefficiency and intolerable conditions you find in such service are whitewashed with the flimsy excuses of military codes and discipline."

In August '42 his outfit was assigned to guard a reservoir while living in barracks near the HT&W enginehouse that George had filmed in his first movie, five years before. And in February '44 he married a girl from Leominster, Mass. A daughter was born there in 1947 and still lives in Leominster. But the marriage ended in divorce. George could not adjust to small-town life; his wife refused to move to a big city.

Shortly after leaving the Army, he returned to New York and became a motorman on BMT trolley lines. "Now, for the first time in my life, I was really happy," he recalls. "Not only did I work on all types of cars but I earned enough money to carry on my movie film project. I ate, slept, and lived rapid transit. When the Electric Railroader's Association and other railfan groups chartered cars, I applied for—and received—the motorman's job on those runs, and thus I operated over all of the system's trackage."

But the city was gradually replacing its trolley routes with buses. Operating the last streetcar on many Brooklyn lines, including the final Vanderbilt Avenue trolley over Brooklyn Bridge made him both sad and proud. Vowing he'd never run a bus, he switched to a motorman's job on subway and el lines in March '51. In that capacity he often operated trains on fantrips. One was the longest non-stop run in subway history. With an electric loco pulling a subway train, her bell ringing and whistle blowing, he piloted hobbyists all the way from 205th Street in the Bronx to Far Rockway in Queens! That special had the right of way over all other trains on its 27-mile run.

Meanwhile, as a trolley motorman he had often waved at girls passing by. One of them boarded his car with a good-looking friend whom she introduced as Theresa Finnerty. George and Terry found each other attractive. Soon she became a frequent passenger on his car. They married on May 15, 1954. So, besides supplying his livelihood and a hobby, the trolleys gave George a wife. Terry is not a railfan but has helped and encouraged her husband in many ways to pursue his projects.

"Some evening dates during our courtship had to be cut short so I could run a last trolley over a line," George tells me, "but she never complained."

Our hero's movie collection now exceeds 60,000 feet of 16mm. film. Besides feature-length streetcar travelogues, he has filmed trips over all New York el lines, each with a historical

The tall guy in a light coat is George Horn taking movies of a railfan trip on the old 3rd Avenue elevated in 1946. "I like this photo," he says, "because it shows so well my interest in the New York scene and in rapid transit motion pictures."

Because of his height, George often led the TA contingent in parades up New York's famous 5th Avenue.
Photograph by Roy Stevens

background that includes old prints and scale models. And he has branched out into other fields such as the history and lore of Coney Island and the Hudson River and a feature-length film on the art and architecture of Hudson River valley. Still another of his subjects is inclined transit, "Railways to the Sky," including funiculers and cog lines. In 1969 he took a long walk down Mt. Washington beside its cog railway to get scenes he needed.

One of his film jobs, "Men With a One-Track Mind," the history and operation of monorails, now in preparation, is difficult because where does one look for movies of a monorail that shut down 40 years ago?

Over the years he has used his movies to raise funds for such worthy causes as ERA and Branford Electric Railway Museum. These programs, usually lasting two and a half hours apiece, are shown to capacity auditoriums. Each movie is fully titled and tape-recorded. Eventually, all will be given to the U.S. Archives and the Library of Congress for the use of future Americans.

"A noticeable facet of George's life is his rigid adherence to schedule,"

Theresa Finnerty, whom George Horn married on May 15, 1954, stands beside him and Brooklyn PCC 1067, to which he was assigned as motorman for ERA fantrip in about 1950.

As the last paying passenger on the final streetcar in New York's Bowery in May, 1947, George hides his heartbreak at the dissolution of his first marriage; he's a straphanger.

August 28, 1939: young George Horn is the first paying passenger at the 23rd Street and Ely Avenue subway station in Long Island City. (Later for eleven years as a motorman on E and F trains he regularly stopped his trains at that station.)

writes Herman Rinke, national secretary of the ERA. "Once a work schedule is set down, whether it be for a written history, a historical film production, or some other project, George will see it through to completion, no matter how long it takes. He edits, titles, and splices his movies with great care, doing considerable research to get the facts straight."

E. Jay Quinby, founder of the ERA, tells me: "George Horn has prepared the most comprehensive motion-picture library in existence covering New York electric railway operation. As a boy he learned to recognize the characteristic whistle voices of cars from the various builders. On snowy nights he marveled at the spectacular display of blue and green fire as the third-rail shoes pulled roaring arcs from the ice-encrusted third rail. He learned to keep calm when an over-zealous motorman tried to accelerate too swiftly and blew the circuit-breaker, with the resultant blinding red flash and the startling *pock* report. All these provided the atmosphere that George learned to love.

"Motorman Horn became a subway dispatcher, then yardmaster in 1962. When a blackout tied up New York a few years ago he was on duty in the busy interchange station at 59th Street and Broadway. He turned to the task of reassuring frightened passengers and arranging to liberate them from the stuffy, darkened trains. With a pocket flashlight, he guided many from trains stalled between stations, leading them along the narrow catwalk beside the track. 'It was a nightmare,' he said afterward, 'but somehow we got them all out safely.'"

In 1967 he prepared and presented the New York Public Library's film showing in connection with its special exhibit commemorating the 100th anniversary of the city's first elevated line.

Meanwhile, in 1938, just before the last run of the 6th Avenue el, George spent nine hours riding its trains and taking movies. In 1940, when the BMT's Fulton Street el ended service, George was the last paying passenger. He also got the first transfer to the city subway at the Rockaway Avenue end of the line. Mayor LaGuardia was to have gotten it, but didn't because he had to go to the other end of the platform downstairs to make a speech.

While he was in the Army, George hitch-hiked about 100 miles from Fort DuPont at Wilmington, Del., to New York so that he could be the first to drop a nickel into a turnstile on the then-new 6th Avenue subway at midnight of Dec. 14, 1940. To do this, he persuaded Army officers to let him exchange duties with another man so he'd get off that week-end; and he waited patiently at the turnstile from 5:30 p.m. until midnight.

He also paid the last fare for the final ride on the New York ferryboat *Washington Square* and was the last passenger to step out of the last regular streetcar to run in New York State (on the Queensborough bridge line) in 1959. He was the first one to pay admission to the New York World's Fair of 1939. Before the great fair's gates swung open, he sat waiting outside under a blanket more than 24 hours in the cold.

Having a passion for "firsts" as well as for "lasts," he was so determined that his automobile should be No. 1 at the inauguration of service through the Brooklyn-Battery Tunnel that he kept it four days at the tunnel entrance before the ribbon was cut. During that long wait, he and a friend, Martin H. Schachne, alternated at sitting in the car in order to stay at the head of the line. Thus he was able to drive the first automobile through the tunnel from Brooklyn, with Martin as the first passenger. Even *Life* magazine covered that contest!

George Horn was also the first person to drive through Lincoln Tunnel from New York to Weehawken, N.J., and over Marine Parkway bridge from Rockway to Brooklyn. At age 18 he rode the first Jamaica train of the Independent Subway system. He passed up a New Year's Eve party to be the last person to buy a ticket on the New York, Westchester & Boston Railway and he was the last passenger to pay a fare at the South Ferry el station in downtown Manhattan on the 3rd Av-

enue el in 1950. He says his middle initial, E, stands for Entrance and Exit.

"My brother George is the most methodical and most persistent person I have ever met," says his sister, Mrs. Laura Horn MacDonald. "He knows the history of New York inside out. Knows every tunnel and every hole ever dug in any given street."

This refers to his exploration of the city's islands and forgotten tunnels, subways, and underground passageways. Roger Arcara, formerly of the *Railroad Magazine* staff, has found George to be a man "whose purpose in accumulating railroad knowledge is to share rather than hoard it."

Says Roger: "His chief interests are similar to mine: passenger railways in the New York area, including streetcar, elevated, and subway lines, past and present. George had the foresight to begin taking movies of the city's trolley and el lines in the late 1930's, when most routes now gone were still running. Of course, his jobs as subway motorman and yardmaster enabled him to get movie sequences in tunnels and in or on structures closed to the public.

"Years ago, I turned up a reel of old-time 35mm. movie film containing scenes of New York el lines taken in the 1920's. It was a nitrocellulose film, highly inflammable, and had become distorted over the years so that no laboratory could run it through a print machine and make a 16mm. copy of it. Realizing its value and doubting the existence of any other copies, we had to preserve it somehow on new film stock. So we rigged up an apparatus with my filmstrip projector and George's Ciné-Kodak Special camera, and we copied the old film, frame by frame, on new 16mm. stock. It took hours of tedious work, but we rejoiced that the rare images had been saved."

Since 1938 George Horn has been an ERA member, serving as national president for one year and a vice president for 15 consecutive terms, besides editing for years the ERA magazine, *Electric Railroads*. And since 1954 he has been writing, in spare time, a history of New York's IRT subway. In addition, he has been a Branford Electric member since 1947. He used to belong to the New York and Long Island Historical Societies and gave several programs to their members.

"If I had time," he says wistfully, "I'd join the Circus Fans of America, the Steamship Historical Society, and the American Theatre Organ Society, and organize a group of Coney Island historians; but the days are too short for me. I never watch TV and couldn't care less for organized sports."

Before retiring from New York transit Sept. 3, 1969, George sold or gave away his collection of fare books, destination signs, transfers, etc. Later, he moved to California with his wife, his motion-picture collection, and his pet parakeet. They live at 1075 Space Park Way, Sp. 235, Mountain View, Calif. 94040. George has inaugurated a monthly movie program for local residents in the park's recreation hall.

Last January he spent three weeks as a cable-car conductor in San Francisco, but found it too strenuous and switched over to PCCs. He now has his own run on the K line, similar to the one he had when he entered Brooklyn rapid transit service 23 years ago. A week after he got his own run, so many riders wrote in to the management about his efficient handling of cars and courtesy to passengers that he was awarded a "Courtesy Citation."

While running a K line car through Twin Peaks Tunnel, he saw a man asleep under a blanket between the in- and outbound tracks, and awoke him. The fellow excused himself by saying it was a good dry place to snooze.

"I talked him into riding out of the tunnel on my car," George says, "and when the waiting police searched him they discovered a loaded Derringer pistol (the kind that was used to assassinate President McKinley in 1901)."

Geo. Horn (left) and Martin Schachne spent two years of nighttime exploring forgotten places in subways for series of lectures given in 1954.
Photograph by Roger Arcara

June 2, 1959: George operates first non-stop subway express in transit history, racetrack Aqueduct Special.
Photograph by Roland Harvey

Six feet, six inches in height, for years George Horn was the New York transit system's tallest employe. He is cheerful, easy to get along with, and keeps physically fit by light exercise and much walking. Will eat almost anything except baked beans or rhubarb, but doesn't smoke or drink liquor.

"What would you like to do when you retire from San Francisco trolley service?" I asked.

George grinned. "Go to Disneyland," he said quickly, "and get a job driving a horse-car." ●

Photograph by Jimo Perini

For a short time, George had a job operating cable cars in San Francisco.

Southern Pacific

Locomotive Roster, Part 3

Compiled by Sy Reich

See numbered notes in Aug. '70 issue.
Photograph by H. L. Kelso.

Old Class	New Class	Numbers		HP	Bldr.	Bldr.s' Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
DF-125	EF 618-5	Old 5464-5493	New 3938-3955, —, 3956-3966	1750	EMD	SD9	C-C	89,718	358,870	1956	65
DF-126	AS 616-4	Old 5494-5501 (second)	New 2872-2879	1600	A-GE	RSD-5	C-C	81,505	326,030	1955	3
DF-126	AS 616-4	Old 5502-5507 (second)	New 2880-2885	1600	A-GE	RSD-5	C-C	81,505	326,030	1956	3
DF-105	BS 615B-1	Old 5500 (first)	Old 4900	1500	BW	DRS 6-6-1500	C-C	81,575	326,300	1950	3, 33
DF-110	BS 616B-1	Old 5501-5502 (first)	Old 4901-4902	1600	BLHW	AS616	C-C	80,940	323,750	1951	3, 33
DF-111	BS 616B-2	Old 5503-5505 (first)	Old 4903-4905	1600	BLHW	AS616	C-C	93,675	374,700	1951	3, 33
DF-603	EP 418-4	Old 5600	New 3008	1750	EMD	GP9	B-B	64,460	257,850	1954	
DF-603	EP 418-2	Old 5601	New 3002	1750	EMD	GP9	B-B	64,460	257,850	1954	
DF-603	EP 418-4	Old 5602	New 3009	1750	EMD	GP9	B-B	64,460	257,850	1954	
DF-603	EP 418-2	Old 5603	New 3003	1750	EMD	GP9	B-B	64,460	257,850	1954	
DF-605	EF 418-5	Old 5604-5621	New 3441-3458	1750	EMD	GP9	B-B	62,520	250,080	1955	3
DF-606	EP 418-3	Old 5622-5625	New 3004-3007	1750	EMD	GP9	B-B	64,930	259,720	1955	
DF-607	EF 418-6	Old 5626-5719	New 3459-3530, ——, 3531-3545, ——, 3546-3550	1750	EMD	GP9	B-B	62,750	251,000	1956	3
DF-608	AS 418-1	Old 5720-5721	New 2900-2901	1800	A.Pr.	RS-11	B-B	65,740	262,960	1956	29
DF-609	AS 418-2	Old 5722	New 2902	1800	A.Pr.	RS-11	B-B	65,615	262,960	1956	29
DF-610	AS 418-3	Old 5723-5729	New 2903-2909	1800	A.Pr.	RS-11	B-B	62,800	251,200	1956	
DF-611	EF 418-7	Old 5730-5799	New 3571-3640	1750	EMD	GP9	B-B	62,550	250,200	1957	
DF-612	EF 418-8	Old 5800-5844	New 3663-3707	1750	EMD	GP9	B-B	62,460	249,850	1959	
DF-613	AS 418-4	Old 5845-5856	New 2910-2921	1800	A.Pr.	RS-11	B-B	62,025	248,100	1959	
DF-613	AS 418-4	Old 5857-5859	New 2922-2924	1800	A.Pr.	RS-11	B-B	62,025	248,100	1959	
DF-614	AS 418-5	Old 5860-5865	New 2925-2930	1800	A.Pr.	RS-11	B-B	62,285	249,140	1959	
DF-615	AS 418-6	Old 5866-5871	New 2931-2936	1800	A.Pr.	RS-11	B-B	62,285	249,140	1959	
DF-626	EF 418-9	Old 5872-5891	New 3708-3727	1750	EMD	GP9	B-B	62,105	248,420	1959	
DF-602	EF 418-3	Old 5892-5893	New 3421-3422	1750	EMD	GP9	B-B	64,200	256,800	1954	10
DF-602	EP 418-1	Old 5894-5895	New 3000-3001	1750	EMD	GP9	B-B	64,200	256,800	1954	10
DP-4	EP 620B-2	New 5900-5905	Old 5900-5905	2000	EMD	E7B	A1A-A1A	53,150	315,500	1947	3, 44
DP-4	EP 620B-2	New 5906-5909	Old 5906-5909	2000	EMD	E7B	A1A-A1A	53,150	315,500	1947	3, 44
DP-5	——	Old 5910-5912	No new numbers	2000	A-GE	PB-2	A1A-A1A	51,650	309,800	1948	3, 44, 65
DP-6	——	Old 5913-5915	No new numbers	2000	A-GE	PB-2	A1A-A1A	51,875	311,350	1949	3, 44
DP-3	EP 620B-1	New 5916-5917	Old 5916-5917	2000	EMD	E7B	A1A-A1A	53,860	319,875	1946	3, 45
DP-8	——	Old 5918-5919	No new numbers	2250	A-GE	PB-3	A1A-A1A	51,865	311,190	1950	3, 46
DP-9	AP 620B-1	Old 5920-5921	New ——, 5921	2250	A-GE	PB-3	A1A-A1A	52,000	312,000	1952	3, 46
DP-10	AP 620B-2	Old 5922-5924	New 5924	2250	A-GE	PB-3	A1A-A1A	52,150	312,900	1953	3, 46
DP-4	EP 620A-2	New 6000-6002	Old 6000-6002	2000	EMD	E7A	A1A-A1A	54,900	325,700	1947	3, 47
DP-4	EP 620A-2	New 6003-6004	Old 6003-6004	2000	EMD	E7A	A1A-A1A	54,900	325,700	1947	3, 47
DP-5	——	Old 6005-6006	No new numbers	2000	A-GE	PA-2	A1A-A1A	53,100	318,580	1948	3, 47
DP-5	——	Old 6007-6010	No new numbers	2000	A-GE	PA-2	A1A-A1A	53,100	318,580	1948	3, 47, 65
DP-6	AP 620A-1	Old 6011-6016	New 6016	2000	A-GE	PA-2	A1A-A1A	53,180	319,300	1949	3
DP-4	EP 620A-1	New 6017	Old 6017	1800	EMC	E2A	A1A-A1A	55,295	332,100	1937	3, 48
DP-7	EP 623A-1	New 6018	Old 6018	2250	EMD	E8A	A1A-A1A	55,350	328,550	1950	3
DP-8	——	Old 6019-6020	No new numbers	2250	A-GE	PA-3	A1A-A1A	52,860	317,160	1950	3, 46, 65
DP-8	AP 620A-2	Old 6021-6022	New 6021	2250	A-GE	PA-3	A1A-A1A	52,860	317,160	1950	3, 46, 65
DP-9	AP 620A-3	New 6023	Old 6023	2250	A-GE	PA-3	A1A-A1A	53,165	318,980	1952	3, 46
DP-9	AP 620A-3	New 6024-6027	Old 6024-6027	2250	A-GE	PA-3	A1A-A1A	53,165	318,980	1952	3, 46
DP-10	AP 620A-4	Old 6028-6033	New 6029-6030	2250	A-GE	PA-3	A1A-A1A	53,035	318,200	1953	3, 46, 65
DP-11	AP 620A-5	Old 6034	New 6034	2250	A-GE	PA-3	A1A-A1A	53,025	318,150	1953	3, 46
DP-11	AP 620A-5	Old 6035-6045	New 6035-6037, 6039-6045	2250	A-GE	PA-3	A1A-A1A	53,025	318,150	1953	3, 46
DP-12	EP 624A-1	New 6046-6054	Old 6046-6054	2400	EMD	E9A	A1A-A1A	56,600	336,000	1954	
DP-6	——	Old 6055-6066	No new numbers	2000	A-GE	PA-2	A1A-A1A	52,395	314,600	1949	3, 8, 65
DP-13	——	Old 6067-6068	No new numbers	2000	A-GE	PA-2	A1A-A1A	52,225	313,350	1949	49
DF-1	——	Old 6100-6139	No new numbers	1500	EMD	F3A	B-B	58,650	234,600	1947-8	3, 11
DF-2	EF 415A-2	Old 6140-6179	New 6161, 6165, 6172, 6177, 6179	1500	EMD	F3A	B-B	58,600	234,400	1948-9	3, 65
DF-3	EF 415A-3	Old 6180-6185	New 6181, 6184	1500	EMD	F7A	B-B	59,175	236,700	1949	3, 65
DF-4	EF 415A-4	Old 6186-6239	New 6189-6194, 6199, 6203, 6206, 6213, 6215-6216, 6219, 6226, 6231-6235, 6238-6239	1500	EMD	F7A	B-B	59,325	237,300	1949	3, 12, 51, 65
DF-5	EF 415A-5	Old 6240-6279	New 6240-6248, 6250, 6252, 6255, 6257, 6259-6260, 6265-6266, 6269, 6271-6273, 6275-6279	1500	EMD	F7A	B-B	58,575	234,300	1949-50	3
DF-5	EF 415A-5	Old 6280-6295	New 6280, 6285, 6288-6289, 6291, 6293, 6295	1500	EMD	F7A	B-B	58,575	234,300	1950	3
DF-6	EF 415A-6	Old 6296-6339	New 6296, 6300-6332, 6334-6339	1500	EMD	F7A	B-B	59,340	237,370	1950	3, 65
DF-7	EF 415A-7	Old 6340-6367	New 6340-6367	1500	EMD	F7A	B-B	58,290	233,150	1951	3, 65
DF-7	EF 415A-7	Old 6368-6377	New 6368-6377	1500	EMD	F7A	B-B	58,290	233,150	1951	3, 65
DF-8	EF 415A-8	Old 6378-6405	New 6378-6396, 6398-6403	1500	EMD	F7A	B-B	60,025	240,100	1952	3, 50, 51,65
DF-9	EF 415A-9	Old 6406-6423	New 6406-6412, 6414-6423	1500	EMD	F7A	B-B	62,115	248,450	1952	3, 65
DF-7	EF 415A-7	Old 6424-6439	New 6424-6427, 6429-6439	1500	EMD	F7A	B-B	68,290	233,150	1951	3, 55, 65
DF-11	EF 415A-11	Old 6440-6445	New 6440-6445	1500	EMD	F7A	B-B	62,270	249,075	1953	3, 51, 52 ,65
DF-12	EP 415A-5	Old 6446-6461	New 6446-6461	1500	EMD	FP7A	B-B	65,280	261,120	1953	3
Z-15	EP 415AC-1	New 6462	SSW 306	1500	EMD	FP7A	B-B	63,720	254,890	1950	
DF-11	EF 415A-11	New 6463-6465	Old 6463-6465	1500	EMD	F7A	B-B	62,055	248,220	1953	3, 13
DF-9	EF 415A-9	New 6466-6467	Old 6466-6467	1500	EMD	F7A	B-B	59,325	237,300	1952	3, 13, 65

Old Class	New Class	Numbers		HP	Bldr.	Bldr.s' Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
DF-11	EF 415A-11	New 6468-6469	Old 6468-6469	1500	EMD	F7A	B-B	62,055	248,220	1953	3, 13
DF-9	EF 415A-9	New 6470	Old 6470	1500	EMD	F7A	B-B	59,325	237,300	1952	3, 13
Z-25	EF 425C-1	New 6500-6502	SSW 760-762	2500	EMD	GP35	B-B	66,050	264,200	1964	
Z-25	EF 425C-1	New 6503	SSW 763	2500	EMD	GP35	B-B	66,050	264,200	1964	
Z-25	EF 425C-2	New 6504-6519	SSW 764-779	2500	EMD	GP35	B-B	66,405	265,520	1964-5	
DF-623	EF 425-1	New 6520-6551	Old 7408-7439	2500	EMD	GP35	B-B	66,025	264,100	1964	
DF-623	EF 425-1	New 6552-6576	Old 7440-7464	2500	EMD	GP35	B-B	66,025	264,100	1964	
DF-623	EF 425-2	New 6577-6596	Old 7465-7484	2500	EMD	GP35	B-B	66,025	264,100	1964	
DF-625	EF 425-3	New 6597-6624	Old 7700-7727	2500	EMD	GP35	B-B	65,855	263,420	1964-5	
DF-626	EF 425-4	New 6625-6679	Old 7728-7782	2500	EMD	GP35	B-B	65,750	263,000	1965	
Z-25	EF 425C-3	New 6680-6681	SSW 780-781	2500	EMD	GP35	B-B	65,750	263,000	1965	52
DF-619	GF 425-1	New 6700-6705	Old 7500-7505	2500	GE	U25B	B-B	66,870	267,480	1962	
DF-622	GF 425-2	New 6706-6727	Old 7506-7527	2500	GE	U25B	B-B	67,105	268,420	1963	
DF-624	GF 425-3	New 6728-6764	Old 7528-7564	2500	GE	U25B	B-B	67,817	271,270	1964	
DF-624	GF 425-3	New 6765-6767	Old 7565-7567	2500	GE	U25B	B-B	67,817	271,270	1964	
DF-503	EF 625-1	New 6900-6928	Old 4816-4844	2500	EMD	SD35	C-C	97,540	389,150	1964-5	
DF-127	AS 618-1	Old 7000-7004	New 2950-2954	1800	A.Pr.	RSD-12	C-C	89,440	357,750	1961	
DF-127	AS 618-1	Old 7005-7020	New 2955-2970	1800	A.Pr.	RSD-12	C-C	89,440	357,750	1961	
———	GF 428-1	New 7025-7028	No old numbers	2800	GE	U28B	B-B	67,890	271,560	1966	53
DF-505	AF 628-1	New 7100-7103	Old 4870-4873	2750	A.Pr.	DL-628	C-C	97,645	390,580	1964	32
DF-504	AF 628-2	New 7104-7128	Old 4845-4869	2750	A.Pr.	DL-628	C-C	97,710	390,850	1965	
———	GF 628-1	New 7150-7159	No old numbers	2800	GE	U28C	C-C	103,120	412,480	1966	
DF-617	EF 420-1	Old 7200-7221	New 4050-4071	2000	EMD	GP20	B-B	64,125	256,500	1962	3
DF-617	EF 420-1	Old 7222-7233	New 4072-4083	2000	EMD	GP20	B-B	64,125	256,500	1962	
DF-620	EF 420-2	Old 7234-7237	New 4084-4087	2000	EMD	GP20	B-B	64,790	259,170	1962	31
DF-618	AF 420-1	Old 7300-7309	New 4000-4009	2000	A.Pr.	RS-32	B-B	63,625	254,500	1962	
DF-621	EF 423-1	Old 7400-7407	New 5010-5017	2250	EMD	GP30	B-B	66,090	264,360	1963	
DF-623	EF 425-1	Old 7408-7439	New 6520-6551	2500	EMD	GP35	B-B	66,025	264,100	1964	
DF-623	EF 425-1	Old 7440-7464	New 6552-6576	2500	EMD	GP35	B-B	66,025	264,100	1964	
DF-623	EF 425-2	Old 7465-7484	New 6577-6596	2500	EMD	GP35	B-B	66,025	264,100	1964	
DF-619	GF 425-1	Old 7500-7505	New 6700-6705	2500	GE	U25B	B-B	66,870	267,480	1962	
DF-622	GF 425-2	Old 7506-7527	New 6706-6727	2500	GE	U25B	B-B	67,105	268,420	1963	
DF-624	GF 425-3	Old 7528-7564	New 6728-6764	2500	GE	U25B	B-B	67,817	271,270	1964	
DF-624	GF 425-3	Old 7565-7567	New 6765-6767	2500	GE	U25B	B-B	67,817	271,270	1964	
———	EF 430C-1	New 7600-7607	No old numbers	3000	EMD	GP40	B-B	69,190	276,750	1966	
DF-625	EF 425-3	Old 7700-7727	New 6597-6624	2500	EMD	GP35	B-B	65,855	263,420	1964-5	
DF-626	EF 425-4	Old 7728-7782	New 6625-6679	2500	EMD	GP35	B-B	65,750	263,000	1965	
———	AF 630-1	New 7800-7814	No old numbers	3000	A.Pr.	DL-630	C-C	101,110	404,450	1966	
———	GF 630-1	New 7900-7929	No old numbers	3000	GE	U30C	C-C	104,850	419,400	1968	
———	GF 630-2	New 7930-7936	No old numbers	3000	GE	U30C	C-C	?	?	?	
DF-1	———	Old 8000-8039	No new numbers	1500	EMD	F3B	B-B	58,350	233,350	1948	3, 14, 65
DF-2	EF 415B-2	Old 8040-8079	New 8043, 8052, 8053, 8056, 8060, 8063, 6071, 8077-8078	1500	EMD	F3B	B-B	58,450	233,650	1948-9	3, 65
DF-3	EP 415B-3	Old 8080-8085	New 8082	1500	EMD	F7B	B-B	57,750	231,000	1949	3, 65
DF-4	EF 415B-4	Old 8086-8139	New 8086, 8090-8092, 8094-8096, 8099, 8101, 8103, 8104, 8106, 8108-8112, 8114-8139	1500	EMD	F7B	B-B	61,850	247,400	1949	3, 15, 16, 54, 65
DF-5	EF 415B-5	Old 8140-8179	New 8140, 8143-8150, 8152-8153, 8155, 8159, 8161-8162, 8164-8165, 8167, 8169-8171, 8173-8179	1500	EMD	F7B	B-B	57,925	231,700	1949-50	3, 65
DF-5	EF 415B-5	Old 8180-8195	New 8184, 8187, 8190-8191, 8194-8195	1500	EMD	F7B	B-B	57,925	231,700	1950	3, 65
DF-6	EF 415B-6	Old 8196-8239	New 8196-8197, 8199, 8201-8203, 8205-8208, 8211-8213, 8216, 8219-8222, 8225-8233, 8235-8239	1500	EMD	F7B	B-B	57,600	230,400	1950	3, 65
DF-7	EF 415B-7	Old 8240-8267	New 8240-8267	1500	EMD	F7B	B-B	67,560	230,250	1951	3, 65
DF-9	EF 415B-9	Old 8268-8285	New 8268-8285	1500	EMD	F7B	B-B	61,565	246,250	1952	3, 65
DF-7	EF 415B-7	Old 8286-8289	New 8286-8289	1500	EMD	F7B	B-B	57,560	230,250	1951	3, 55, 65
DF-11	EF 415B-11	Old 8290-8295	New 8290-8295	1500	EMD	F7B	B-B	63,335	253,350	1953	3, 54, 65
DF-11	EF 415B-11	Old 8296-8303	New 8296-8303	1500	EMD	F7B	B-B	63,335	253,350	1953	3, 54, 65
DF-9	EF 415B-9	Old 8304	New 8304	1500	EMD	F7B	B-B	61,656	246,250	1953	3, 17
DF-13	EF 415B-13	Old 8305	New 8305	1500	EMD	F7B	B-B	61,400	245,610	1953	3, 17
DF-700	EF 850B-1	Old 8400-8402	New 9500-9502	5000	EMD	DD35	D-D	131,675	526,700	1964	56
———	EF 630-1	New 8400-8478	No old numbers	3000	EMD	SD40	C-C	98,450	393,800	1966	
———	EF 630-2	New 8479-8488	No old numbers	3000	EMD	SD40	C-C	102,750	411,000	1968	
DF-701	GF 850A-1	Old 8500-8502	New 9550-9552	5000	GE	U50	B-B-B-B	139,175	556,700	1964	57
———	GF 633-1	New 8600-8629	No old numbers	3300	GE	U33C	C-C	104,710	418,850	1969	
———	GF 633-2	New 8630-8644	No old numbers	3300	GE	U33C	C-C	104,710	418,850	1969	
———	GF 633-3	New 8645-8657	No old numbers	3300	GE	U33C	C-C	?	?	?	
———	KF 636-1	New 8799	———	3600	KM	ML-4000	C-C	?	?	1964	58
———	EF 636-1	New 8800-8844	No old numbers	3600	EMD	SD45	C-C	103,470	413,870	1966	
———	EF 636-2	New 8845-8934	No old numbers	3600	EMD	SD45	C-C	103,070	412,300	1967	
———	EF 636-3	New 8935-8963	No old numbers	3600	EMD	SD45	C-C	102,425	409,700	1968	
———	EF 636C-1	New 8964-8971	No old numbers	3600	EMD	SD45	C-C	102,565	410,260	1968	
———	EF 636C-1	New 8972-8981	No old numbers	3600	EMD	SD45	C-C	102,565	410,260	1968	
———	EF 636-4	New 8982-9051	No old numbers	3600	EMD	SD45	C-C	102,430	409,720	1969	
———	EF 636C-3	New 9052-9059	No old numbers	3600	EMD	SD45	C-C	102,345	409,380	1969	
———	EF 636C-2	New 9060-9068	No old numbers	3600	EMD	SD45	C-C	101,000	403,950	1968	
———	EF 636-5	New 9069-9103 (second)	No old numbers	3600	EMD	SD45	C-C	102,175	408,700	1969	
———	EF 636-6	New 9104-9123 (second)	No old numbers	3600	EMD	SD45	C-C	?	?	?	
DF-800	KF 636A-1	Old 9000-9002	New 9100-9102 (first)	4000	KM	ML-4000	C-C	?	?	1961	3, 61
DF-801	KF 636-1	Old 9003-9017	New 9106-9120 (first)	4000	KM	ML-4000	C-C	?	?	1964	3, 58, 61
DF-802	AF 640-1	Old 9018-9020	New 9150-9152	4000	A.Pr.	DH-643	C-C	132,300	400,900	1964	59
DF-800	KF 636A-2	Old 9021-9023	New 9103-9105 (first)	4000	KM	ML-4000	C-C	104,100	330,290	1961	3, 60, 61
DF-800	KF 636A-1	New 9100-9102 (first)	Old 9000-9002	4000	KM	ML-4000	C-C	?	?	1961	3, 61
DF-800	KF 636A-2	New 9103-9105 (first)	Old 9021-9023	4000	KM	ML-4000	C-C	104,100	330,290	1961	3, 60, 61
DF-801	KF 636-1	New 9106-9120 (first)	Old 9003-9017	4000	KM	ML-4000	C-C	?	?	1964	3, 58, 61
DF-802	AF 640-1	New 9150-9152	Old 9018-9020	4000	A.Pr.	DH-643	C-C	132,300	400,900	1964	59
DF-700	EF 850B-1	New 9500-9502	Old 8400-8402	5000	EMD	DD35	D-D	131,675	526,700	1964	56
DF-701	GF 850A-1	New 9550-9552	Old 8500-8502	5000	GE	U50	B-B-B-B	139,175	556,700	1964	57
DF-802	AF 640-1	New 9800-9802	———	4000	A.Pr.	DH-643	C-C	132,300	400,900	1964	59
DF-700	EF 850B-1	New 9900-9902	———	5000	EMD	DD35	D-D	131,675	526,700	1964	56
DF-701	GF 850A-1	New 9950-9952	———	5000	GE	U50	B-B-B-B	139,175	556,700	1964	57

STEVE MAGUIRE'S

TRANSIT TOPICS

ANOTHER new streetcar has been designed, this time by the engineering staff of Massachusetts Bay Transit Authority, to replace PCCs. MBTA asks $300 million in new bonding authorization, before the legislature, partly for 130 new trolleys at about $150,000 each. It also seeks funds for extending the Riverside line to Framingham and for linking its streetcar system with Logan Airport. Moreover, it aims to upgrade the Riverside line between Boston and Newton, improving the roadbed and installing new signals for the 130 cars it hopes to get.

The new equipment would be mostly two-car trains with operator's controls at one end of each car. There would be only a few double-ended single cars, to maximize economy of both crews' wages and train size in off-peak hours. Such cars could make up to 55 mph. With a maximum acceleration of 3 mph per second, they should reach 40 mph in half the time of the present PCCs.

Passenger capacity of a two-car train would be 90 seated, 174 standing. All cars would carry Tomlinson couplers and be able to couple with PCCs when necessary. Maximum train-length would be four cars. Two-car units would be readily separable to be operated as two single-directional cars.

ART SHOW in an American subway? Yes, indeed! New York Transit Authority's newest station at 57th Street and 6th Avenue was used for a week to display 162 paintings by the TA Art Association, without interfering with normal traffic. On exhibition were oils and watercolors, acrylics, mixed media, graphics, and three-dimensionals, all painted by 38 employees, some of whom were on hand as guides and to answer questions. (Photos on next page).

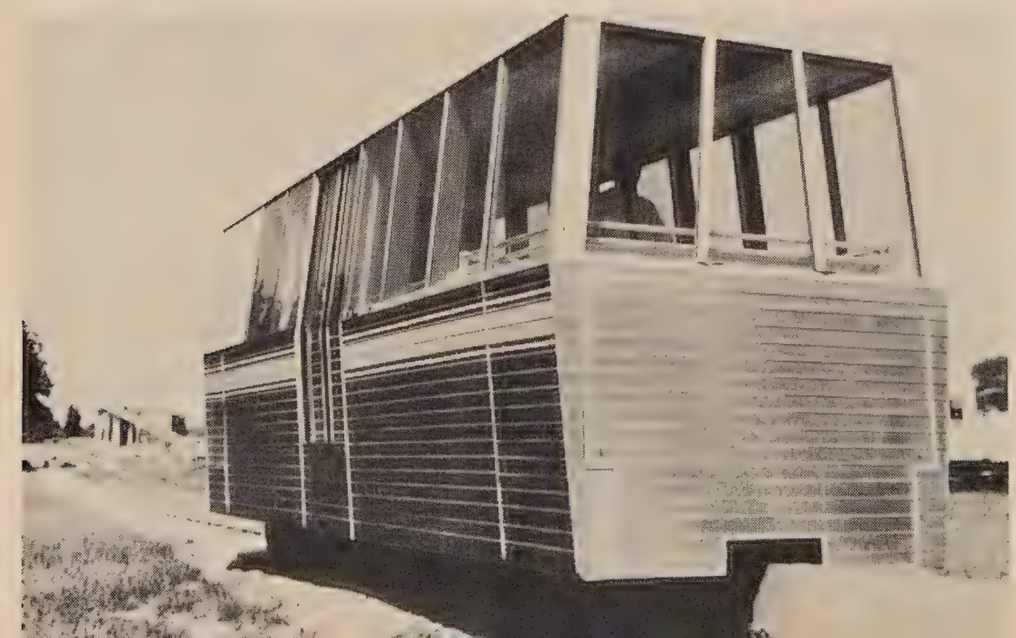
This incident reminds us that in Russia the Moscow subway stations—said to be the world's most beautiful—have permanent displays of paintings and sculpture and are kept meticulously clean by hard-working women. New York's subway stations and trains are cleaner now than they used to be, for which the passengers are grateful (or should be). Unfortunately, too many Americans are litterbugs. TA is waging an uphill battle on behalf of public neatness.

A MONORAIL system of small, 4-seat cars suspended from heavy I-beam track has been installed by Braniff International Air Line at Love Field, between Dallas and Fort Worth, Texas, to haul passengers from its parking lot on Mockingbird Lane directly to the boarding gates of the main terminal building. The new system called *Jetrail,* solves the problem of long hiking or taxi rides between those points. Travelers have such a difficulty at many airports. According to Robert Divorky of Kansas City, Mo., who sent us this news, the monorail cars are air-conditioned and have room for carry-on luggage. (see photo in Sept. issue).

NOW being modernized is the 13.3-km. Wuppertal Suspension Railway in Germany. Old rolling stock on this 60-year-old line will be replaced by 28 new articulated motor coaches. Four traction motors will provide them with accelerations and retardations. These motors also will be used for regenerative braking. For the first time, not only in Germany, but also in Europe, the full traction power of all the new coaches on this d.c. railway will be exclusively under all-electronic control by means of Siemens thyristor choppers, both for running and braking. This means loss-free and smooth acceleration, as well as electrical braking which is free from wear and effective down to standstill. The tractive and braking forces are steplessly and instantly adjustable, an indispensable feature for later fully automatic operation.

Westinghouse Air Company

New types of equipment are being tested at Cape May, N.J., by Universal Design, Ltd. This experimental monorail car is called "The Airporter."



Trolley Museum News

PROBABLY the most complete and useful gift to any trolley museum in recent years was made recently by Merritt Taylor, Jr., who formerly owned the Philadelphia Suburban Transportation rail lines out of Upper Darby, Pa.

Before PSTC sold out to SEPTA a few months ago, Mr. Taylor had an old center-door interurban car, No. 62, refurbished to almost the same condition as when it arrived on the property in 1926. The outside was repainted to the old Philadelphia & West Chester Traction color scheme. Our April '70 department had two photos of it.

Mr. Taylor has offered it free to the Seashore Trolley Museum at Kennebunkport, Maine. He owns the car, one of the few pieces of PSTC equipment that did not go to SEPTA in the sale of the lines. Seashore needs money to pay for shipping the big trolley to Maine, also to pay for regaging to fit their own standard-gage trackage. Anyone interested in helping the cause should write to Red Arrow 62 Fund, c/o Joseph P.

Photographs by New York City Transit Authority

Art Exhibition in a New York Subway Station

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Doherty, 40 Hawthorne Ave., Arlington, Mass. 02174.

Another fine piece recently acquired by Seashore is the body of former Rochester & Eastern (N.Y. State Rys.) interurban 157, which rested for nearly 40 years as a summer retreat beside Irondequoit Bay. Built in 1914, it replaced a car of the same number that had burned up. It was kept in almost perfect condition and still has its old interior finish, mahogany panels and doors, and stained-glass windows.

Last fall, the owner's brother, Eugene Faust, wrote us about the car, saying it had to be disposed of, but nobody wanted to destroy it. We made some phone calls to museums, alerting them to the car-body; but heard nothing more about it until, on a recent visit to the Magee Electric Ry. Museum at Bloomsburg, Pa., we learned that R&E 157 would come to Bloomsburg for restoration and eventual operation.

However, the car-body rests atop a garage on a hillside, which makes its removal quite difficult. Funds are needed for the high cost of removal. Contact the R&E 157 Fund, Magee Electric Ry., c/o Edward Blossom, manager, Bloomsburg, Pa.

Puget Sound Railroad Museum at Snoqualmie Falls, Wash., has received a Cincinnati-built former Atlanta (Ga.) city car. It was shipped all the way from Pusan, Korea, where it has been used since Atlanta's trolley lines were abandoned over 20 years ago. The Pusan system quit last year. Korea Electric Co. donated the relic as a complete operating car. However, on arrival it was found that the controls, wiring and motors had been stolen! Replacements are sought to refurbish it.

The Puget Sound outfit also has received an historic piece of equipment, former Interstate Public Service Co. interurban sleeper 167. This is a rare surviving example of interurban sleepers. Very few interurban lines were long enough to justify such service. IPS ran between Louisville and Indianapolis, 117 miles. American Car & Foundry built 3 of those cars, all steel, all identical and noted for comfort and luxury. No. 167 was named *Scottsburg*. The other two were 166, *Indianapolis*, and 168, *Louisville*. None were motorized. A typical consist was one of Interstate's class 150 motors and a sleeper.

In 1930, Interstate became part of the 800-mile Indiana RR. System. Former Union Traction motors then began pulling the sleepers. In 1936, Pacific Great Eastern, in British Columbia, bought all 3 sleepers and renamed 167 the *Clinton*. The PGE used these cars in regular passenger service until 1956, when it downgraded them to mixed trains and chartered passenger extras. The *Clinton* was retired in 1961 and stored in Squamish. Her two sister cars were converted to work cars about 3 years later.

In 1964, PRSHA member Maynard Laing bought No. 167 from the PGE and shipped her to the museum site, where she is gradually being restored, retaining the name *Clinton*. She weighs 78,000 lbs.; overall length 62 feet, width 8 ft., 5½ ins.; Baldwin interurban-type trucks; wheel diameter 34 ins. Heat was originally electric but was converted by PGE to hot water. Capacity, 20 passengers.

BIGGEST recent donation of all was made to the National Capital Trolley Museum, which operates a line in Northwest Branch Regional Park on Bonifant Rd. in Layhill, Md. Last October this museum opened a half-mile of track, which eventually may be extended to one mile. Since then it has been running regularly, using cars from European lines.

But now it has four former Washington, D.C. trolleys. They had been preserved by O. Roy Chalk, owner of D.C. Transit, since its last trolleys ran in 1962. All are operable and, like the NCTM, are standard gage.

Included are No. 766, a deck-roofed trolley built in 1918; No. 1053, a pre-PCC streamliner; No. 1101, Washington's first PCC, and No. 1512, the air-conditioned *Silver Sightseer*. Mr. Chalk is keeping two other cars, single-truckers 303 and 1512. We don't know of any plans for them. At one time the Smithsonian Institution was interested, but settled for small models of the cars instead, apparently to save space.

A TROLLEY MODELERS' meet will be held Oct. 16-17 at the Warren-Sheraton Motor Inn, 1177 E. 8-Mile Rd., Warren, Mich. 48089 (near Detroit), sponsored by the Detroit United Ry. (HO-gage) Club and the Michigan Electric RR. (0-gage) Trolley Club. Program includes visits, clinics, dealers, displays, banquet, and entertainment.

New Electric Publications

***Trolleys of Lower Delaware Valley, Pennsylvania*, by Paul Schieck and Harold E. Cox, 86 pages, 8½x11″, with soft cover and stapled binding, is available at $4 from Mr. Cox, 80 Virginia Ter., Forty Fort, Pa. 18704. The area south and west of Philadelphia used to have a network of long suburban trolley routes, mostly in open country. There was also a large city system in Chester, Pa., with cars spreading out all the way north to Philadelphia and south to Wilmington, Del.**

This book covers all routes in the area. Philadelphia Suburban Transportation Co. still operates to Media and Sharon Hill in the same Delaware Valley, but the authors give less emphasis to these because they are preparing a complete history of PST. Historical text is fine, photos are well-produced. The maps, drawn by Paul Schieck, are quite clear.

***Northern Ohio Traction Revisited*, by James M. Blower, 192 pages, 8½x11″, with soft cover binding, may be had for $5.95 from the author, 308 S. Rose Blvd., Akron, Ohio 44313. It is a sequel to the Central Electric Railfans Asso. history of the NOT&L, published in 1966. The photos are different from those in the prior volume and the text is much more detailed, especially on the operations at Akron and Canton. A 4-page errata sheet has been added, giving corrections for previous errors.**

***Trolley Days in the Tonawandas*, by Robert H. Lloyd, 48 pages, 6x9″, with soft cover and stapled binding, costs $1.50 from The Historical Society of the Tonawandas, Inc., Tonawanda, N.Y. The area is a small city midway between Buffalo and Niagara Falls, N.Y., that saw its first trolley line in 1890. Lloyd gives the history of the companies' interurban and city lines. All eventually became part of the International Railway Co. system, but the book's main value is its detailed stories of city operation. Included are some photos, maps, and company forms.**

A seven-page illustrated story of the Birney cars operated by Boston Elevated Ry. from 1917 until 1929 is contained in the March, '70 *Rollsign*, periodical of the Boston St. Ry. Asso., Inc., Box 102, Cambridge, Mass. 02138. Yearly subscriptions (10 issues) cost $3 from BSRA.

Trolley bus fans should enjoy three recent publications of the North American Trackless Trolley Asso., all covering Toronto, Ont., subjects and available from Harry R. Porter, 1042 Bardstown Rd., Louisville, Ky. 40204. They include an 8-page brochure on Toronto trackless trolleys, 1922-'25, entitled *Trackless Trolley Gazette* (75¢); a 16-page brochure of current Toronto *Trolley Coach News No. 7* ($2), and a 20-page roster and current report on TTC services, including details on the experimental 9020, entitled *Trolleybus Bulletin 103* ($2.25).

***Catalogue of Ottawa Car Manufacturing Co.*, 100-page reprint, was originally published about 1930 by the company, telling about trolleys, gas-electrics, and buses it had built, also fittings for the same. Staple-bound with soft cover, 6x9″, illustrated with photos, it can be had for $1.95 from Trains & Trolleys, Box 1434, Station B, Montreal 110, Canada.**

Also available from the same source are reprints of articles from the famous Aug. '99 issue of *Cassier's Magazine*, featuring electric railways of the time. These are the articles, all illustrated; *Development of the Streetcar*, by John A. Brill, 40 pages ($1.50); *Some Early Traction History* 1835-'99, 18 pages (75¢); *The Electric Locomotive*, 30 pages ($1.50); *Streetcar Overhead Construction*, 22 pages ($1); *Building an Electric Railway*, 20 pages ($1), and *Electric Conduit Railways*, 30 pages ($1.50). The last items can be had for a group price of $4.95. ●

(For other rapid transit material, turn to pages 35-39 and 60.)

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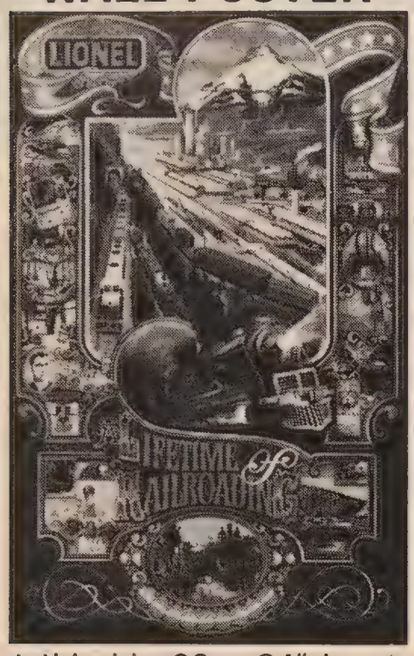

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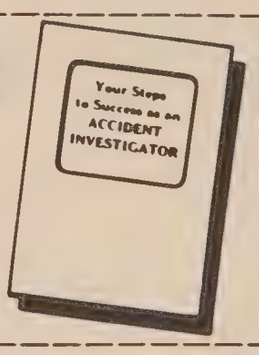

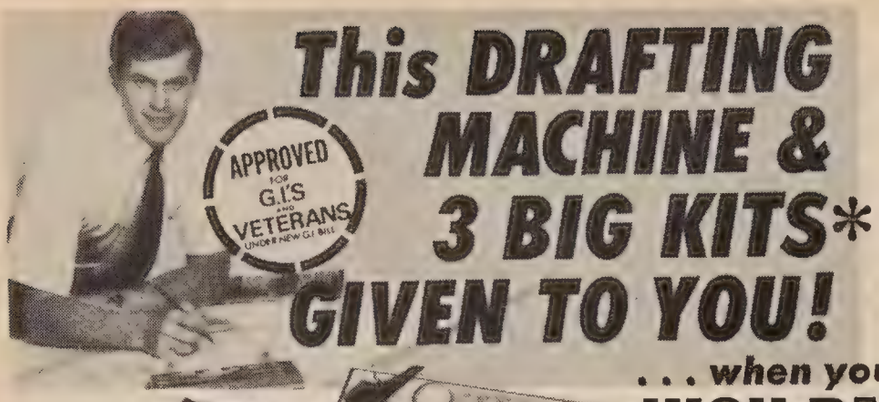

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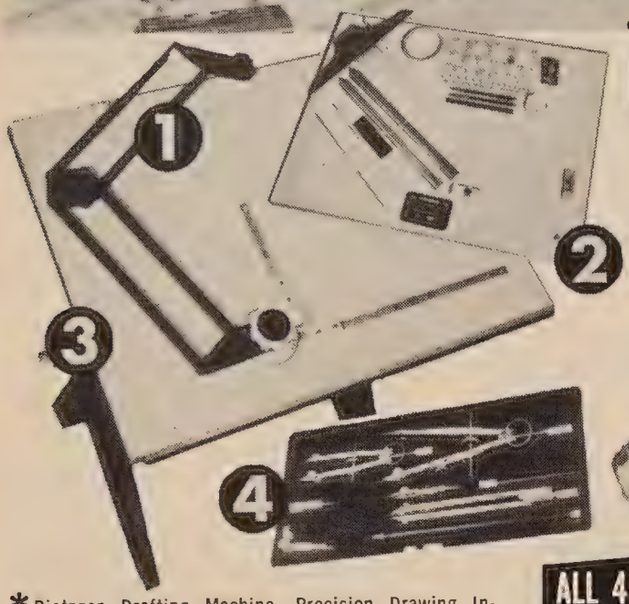

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BOOKS OF THE RAILS

by Albert Herskovits

THE PICTORIAL HISTORY OF ELECTRIC LOCOMOTIVES, by F.J.G. Haut, hard cover 147 pages, 8¾x11¼", plans, index, illustrated, A.S. Barnes & Co., $15.

The author provides a precise, albeit somewhat technical, history of electric locomotives, together with many rare views of 19th and early 20th century equipment. Most readers will be surprised, as I was, to learn that the earliest electric was actually built *and* used (on the Glasgow-Edinburgh line) as early as 1842! The book covers electrics all over the world with several pages of color photos. A treasure for electric enthusiasts, especially those interested in European electrics.

JANE'S WORLD RAILWAYS: 1969-70, Henry Sampson, editor; hard cover, 733 pages, 8½x12¾", maps, charts, index, illustrated, Jane's Yearbooks, American distributor: McGraw-Hill, Inc., $49.50.

Published annually, this is unquestionably the most complete book on world locomotive and equipment facts. It is a great reference book, weighing seven pounds. Among many other things, you can find which countries own steam locos, and how many. There are literally thousands of photos showing different classes of engines and rolling stock, plus rosters for each country. Sections include signaling and train-control equipment, containers, diesel and electric locomotive manufacturers, and rapid transport systems. Detailed maps and diagrams are also featured.

A SIMPLE HISTORY OF THE STEAM ENGINE, by J.D. Storer, hard cover, 196 pages, 6x9", diagrams, illustrated, Fernhill House, Ltd., $7.

An easy-to-understand explanation of how steam engines work, focusing primarily on locomotives, but covering other types of steam engines, too. Most of the text deals with 19th Century British developments.

TECHNOLOGICAL CHANGE AND LABOR IN THE RAILROAD INDUSTRY, by Fred Cottrell, hard cover, 159 pages, 6½x9", D.C. Heath & Co., $12.50.

The author discusses technological changes in the U.S., Britain, and New Zealand, and what effects these have had on management and labor. Newer developments, such as computers and containerization, are intelligently discussed.

STEAM OVER BELFAST LOUGH, by R.M. Arnold, soft cover, 89 pages, 5½x8½", charts, rosters, illustrated, The Oakwood Press, 21s.

A description of steam engines that used to ply daily over the Bangor and Larne lines in Northern Ireland in the post-World War II period. For British and Irish steam fans.

R&LHS BULLETIN No. 122, *April, 1970*, soft cover, 98 pages, 6x9", Railway & Locomotive Historical Society, Baker Library, Harvard Business School, Boston, Mass. 02163, $3 ($2 for members).

For those not familiar with them, the R&LHS has published a fine series of *Bulletins* for many years. These contain a cornucopia of valuable information, with a special emphasis on railroad history: the monographs on smaller roads are simply unavailable elsewhere. Sample contents of this issue are a history of the Western Maryland's Cumberland extension, 40 years of New York Central locomotive development, the Southern Central Railroad, and Chicago locomotive builders (by John H. White of the Smithsonian Institution). We recommend that you consider joining this worthwhile organization. Details may be obtained from the secretary at the above address.

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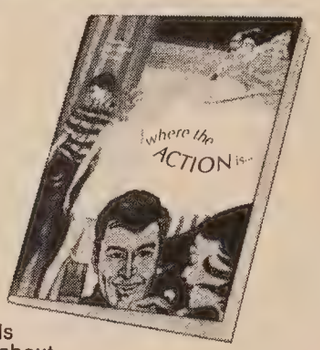

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A GP-9 in "Speedstyle" scheme, shown at Hagerstown, Md.
Photograph by Jim Edmonston

Loco No. 21, in original WM paint scheme, is a GP-7.
Photographed by H. Buckley in Nov. 1955

TRACKSIDE IN THE DIESEL AGE

by Jim Edmonston

HOW ARE you on identifying diesels? Can you report having spotted a particular loco or must you say merely "a freight unit" or a "switcher"? Could anything be more frustrating? Like a non-rail telling a friend about a trip to Roanoke, Va.: "There were these huge steam engines all around. . . ."

Recognizing the need, this page aims to clear a few things up with a Locomotive of the Month feature. Let's start with that old bugaboo—how do you tell the EMD GP-7 from the GP-9? A few facts about GM-EMD road switchers: GP-7: hp 1500, 1293 units built, period 1949-'53. GP-9: hp 1750, 3804 units built, period 1954-'59.

Both units look alike at a distance. Only the louvres under the cab and those under the radiator shutters at the front end of the long hood differ. Both units ride on 4-wheel trucks and use the EMD 567 engine. The GP-7 has three or four sets of louvres under the cab; the GP-9 has none or a single set. The louvres at the front of the long hood do not change. The GP-7 has two vertical rows; the GP-9, one small set. Different railroads have changed the cab louvres, but I've yet to see one that altered the front arrangement.

Both models may have chopped noses, although very few GP-7's employ this. GP-7's with chopped noses on the Western Maryland, North Western, Soo, and Rock Island are homemade changes. GP-9's have the low-profile, starting in 1959 with the Southern Pacific, following the lead of a unit customized by Phelps-Dodge Copper Co. in 1955. Since then, chopped noses have become the standard, with few holdouts.

What will become of the financially-embarrassed Penn Central and its vast loco fleet? Naturally, the PC will not fold, but look for far-reaching cutbacks and quick trade or scrapping of older, marginal diesel units.

Have you seen the new spartanized PC paint scheme? I spotted it recently on PC GP-7 No. 5840, just outshopped in new paint at Sharon Yard: all black, with white numbers under the cab windows and a very small PC "Earthworm" herald on each end. No lettering at all. Ugh!

Seen at Sharon the same day was Detroit, Toledo & Ironton GP-38 No. 207, one of the two that were wrecked and rebuilt in kind by EMD. This one bears a brand new builder's plate dated 5/'70. Leaving the yard with a westbound was a photographer's special: Penn Central GP-9, Peoria & Eastern (NYC) GP-7 No. 5618 and Cotton Belt GP-35 No. 7604.

Recently I received a visit from a retired New York Central engineer, Ed T. Flavin, who was moving southward from Middletown, Ohio, and stopped in after seeing my name in the July *Mail Car*. Ed was the engineer on "the first revenue freight train" pulled out of Cincinnati by diesels, in 1939. He had a four-unit FT demo which he remembers as numbered in the 100-series. Can anyone give more details? Ed's new address is Box 561, Robbinsville, N.C. He also recalls running F-M C-liner No. 6600 and Baldwin "Babyface" No. 3803, rebuilt to multiple with EMD units.

Watch for these new diesels: B&O: 20 GP-38's 4800-4819, 24 GP-40's 3740-3764, 24 GP-40's 3765-3779 (later delivery); and C&O: 10 GP 38's 4820-4829, 20 SD-40's 7507-7526, and 10 SD-40's 7527-7536 (later delivery).

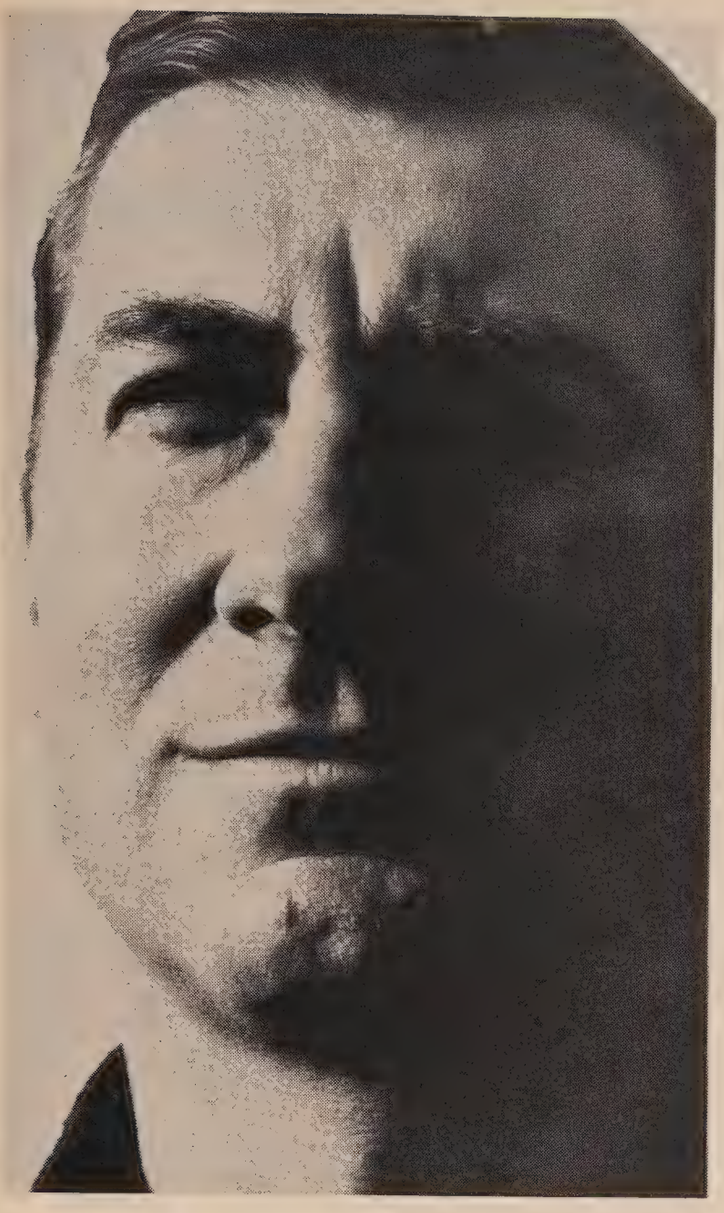
You are familiar with the unit-train concept, one of the many innovations of Diesel-Age railroading. You've heard of—and possibly seen—privately-owned cars used on these trains, with the participating railroad providing the power. But here's a first:

Privately-owned diesels: Detroit Edison of Monroe, Mich., has put six EMD SD-40's in service over Penn Central rails and is planning on more units, 22 in all. GE will deliver six U-30C's this fall. EMD will follow with 10 more units later, presumably SD-40's. The first six are numbered 001-006 and painted blue and white, with the initials "DE" on the cab. The scheme is strictly "EMD demonstrator style." Final units are scheduled for delivery in 1972, so they could be a new model.

Rolling stock will be provided by Fruehauf Railway Car, Inc., which bought out the old Magor Car Co. As you know, Fruehauf is an old name in the trucking industry, now "getting with it" on unit railroad car production. FRC will deliver enough 125-ton aluminum rotary-dump gondolas to fill out four unit trains. Train-length at present is limited to 146 cars by the capacity of the dumper track at Monroe. On the first order 152 cars were delivered. Originating in West Virginia, the trains operate through Pennsylvania and Ohio over the PC main to Monroe. Locos are equipped with mid-train control and used in slave configurations. Loco assignments: 4 trains of 5 units each, 2 spares.

F. T. Draper of *CP Rail News*, Montreal, reports that CP Rail has ordered 14 2000-hp, 4-axle diesels from General Motors of Canada, Ltd., at a cost of $4.5 million. These GP-38's will be used on local mainline and heavy branchline freight. Delivery from the London, Ont., plant is set for Oct.-Dec., 1970. This is a repeat order. The original six GP-38's were delivered to CP Rail in May.

Send your diesel news and comments to my home at 792 Farnham Court, Cincinnati, Ohio 45240.



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END OF THE LINE

by Don Waters

HE WAS a big man, Jim Williamson, broad-shouldered and deep-chested. But he had light gray hair, a lined and seamed face, and he walked with a light limp. Jim had seen better days. His companion on the cinder pathway to the roundhouse was an old Negro, small and weazened, dressed in blue overalls and jumper, with a pair of gauntlets sticking out of one pocket.

On both sides of them stretched long lines of steam locomotives, cold and dead, their side rods removed, their cabs boarded up. Many had been stripped of headlight and pump, whistle and bell —their jackets were oil-splotched, streaked with grime and rust. Some hadn't moved for five years, others had been standing out in the weather, neglected, for twice as long. Relics of bygone glory.

Jim stopped, pointed to a high-wheeled passenger locomotive. The glass in her front cab windows was broken. Long gashes in her sides showed the ragged and frayed boiler lagging. Her brass work was tarnished; the once bright enamel on her sides showed rusty brown and sooty.

"The 797, George. Remember the day we turned her over coming down from Crestmont?"

"'Deed I do, Cap'n," his fireman said.

Jim's face wrinkled in a slow smile. "You were lucky then, George. You landed in a ditch alongside the the right-of-way in soft mud. But I lit in a patch of blackberry briars. They picked spines out of me for a week afterwards and she was in the back shops for three—" His voice trailed off.

Like a trumpet blast rising and falling on the air, a station blow sounded. Both men turned to look.

A modern passenger train swept around the curve on the main line. The engine that hauled her was snub-nosed and square-sided. A pantograph on her top angled up to the feed wires stretched above her. There was no stack on her, no plunging pistons, no sound of exhaust. A barely discernible low hum lifted from the rails as she glided along. For she was an electric engine—a red fiddle head scrolled back from her nose, merged into the green enamel on her sides. Her train was painted in bright circus colors. A many-legged caterpillar, she slid along seemingly without effort, slowing down and coming to a halt in front of the passenger depot.

Jim grunted. "Huh, the 797 in our day looked like something—brass flag standards, nickel-plated cylinder-heads, polish on her rods. We kept her slick as glass, eh, George?"

They both walked into the roundhouse. Save for a long engine standing in a stall, it was empty. She had steam up, her pumps sounding hollow and reverberating through the circular building. The 6100 was the last steam locomotive in operation on the division.

All this equipment—roundhouse and turntable, cinder pit and coal chute—was obsolete now. Gone were the sounds of escaping steam, the billowing clouds of soft coal smoke, the hiss of air, and roar of blowers. Like a ghost town, the roundhouse was haunted by memories. Since the division had been electrified, all the running repairs were performed down at the big shops on the other end.

JIM CLIMBED into the cab. His fireman followed. A hostler backed her out across the turntable. A light drizzle had started when the hogger coupled up to his train. Ten minutes later, in the gathering dusk of a November evening, Number 188 was out on the main line and running fast.

The wind hauled into the northeast, grew colder. Rain turned to sleet. The fireman unrolled the storm curtain, and the inside of their cab became warm and comfortable. Jim sat hunched over his seatbox, a worried expression on his face. His left hand rested lightly on the throttle while the big engine hammered rail points, pushing them behind her.

He stood up, reached in among the maze of pipes and fittings on the boiler top, and opened a valve. The cab lights glowed, turned red, grew incandescent. Ahead, the hard cold beam of the headlight bored a round sharp hole through the slanting arrows of sleet that was beginning to cover the bright strands of

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copper catenary wire above the tracks.

Every few minutes the fireman called across, "She say clear, Cap'n," as the banjo target of a block signal showed its blob of color above and in front.

Each time Jim would answer, "I see it, George," a little note of annoyance in his voice. He reached into his jumper pocket, pulled out his glasses, unfurled a yellow sheet of paper, reread the flimsy. He had a wait order up at Valley Junction, for 42. She'd lay over at the terminal for a half hour before following him. He'd go in the "hole" there, till she passed.

There was a slow order through Crestmont Cut, ten miles above. The work gang was blasting out rock up there, widening the cut for a double track.

The hogger pulled another piece of paper out of his pocket and looked quickly across the cab. He turned his back to his fireman, glanced at it, then shoved it hastily back into his pocket. He'd been expecting this for a long time. He had it now. What could he do about it?

Around a slight curve the 6100 drove. The lights of the town showed ahead, hazy and indistinct. Sleet was coming down heavily and visibility was poor. The wires overhead, the poles alongside the right-of-way, the crossarms were icing up. The head brakeman scrambled over the coal from his little doghouse on back of the tender.

"Jim," he said, "it's a rough night. I'll bet 42 is having a time overtaking us." He shoved the storm curtain aside. "I'm going back to the crummy. We got a hot mulligan on the stove. I'll enjoy my share."

The rattle of the sleet on the roof was now a low drumming sound.

George spoke again. "She sure is bad tonight, Cap'n. I wonder how long we got to wait."

Jim closed the throttle and the exhaust quieted. He moved the short, stubby handle of the brake valve toward him. A hiss of air sounded. Back along his train the brake shoes clamped against the wheel treads, and 188 slowed down. The brakeman flipped himself off, skidded on the sleety ground, fell, got up, and ran ahead.

The light at the switch changed color. Jim knocked off the air. The exhaust blared in harsh staccato as the drivers spun on slick rails. He reached over, twirled the sander valve. Wheels crunched the grit, took hold, and the 6100 moved ahead into the passing track. Box and gondola, reefer and flat, possum belly and stock car, one after another took the switch and followed the big locomotive into the siding.

Jim drove past the station and looked back over his long train. He could not see the markers on the hind end, but he knew the caboose had cleared the mainline now. He shut off, set the air, reached up, and pulled the headlight switch.

Sliding open his cab window, he saw the wires on the crossarms alongside the right-of-way sagging with ice, each thick as a garden hose. As he looked, two wires parted and fell, overburdened.

From behind him, like heat lightning, low down on the horizon, livid bursts of fire danced and flickered. Number 42 was coming up the grade, splashing flames from the overhead feed lines. She drew nearer in a pyrotechnic display of electrical flashes, and pulled up alongside, arcing and sputtering. As she did a sudden crash sounded hard by, high up on the steel poles that flanked the passing track. A blue-green streak of fire erupted in dazzling brilliance. That was the main high-tension line from the big dam on Lick Log River, twenty miles away.

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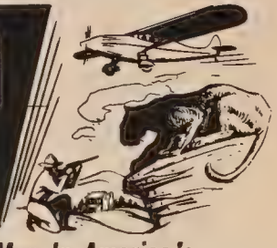

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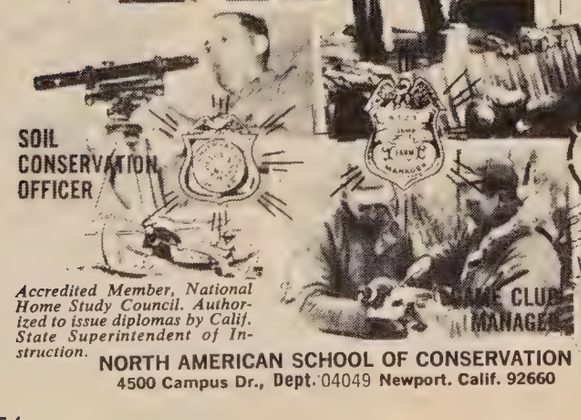

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1178C

The electric power was off. Every train on the division, save one, was stalled. Now a little feeling of pride welled up in Jim Williamson; 188 and 6100 alone were able to move tonight.

HE COULD go when all the "juice jacks" were helpless. The glib young fellows who talked so pertly of pulling-out torque, rate of acceleration and counter EMF—wonder what they were saying now.

George seemed unusually subdued tonight, as if age were creeping up on him. Jim remembered the fireman when he was as spry and nimble as a squirrel. They were both old-timers, antiquated; the march of progress had caught up with and passed them.

Jim's reveries were shattered abruptly by a frantic shout. The operator from the station, bareheaded, breathless from running, scrambled up into the cab.

"Jim, they're coming—dynamite running wild down the hill from Crestmont—what will we do?" he gasped. "If they hit 42, everyone on board will be killed—"

Jim spoke quietly, "Take it easy, Dusty—what you trying to tell me? Let's get this thing straight."

The operator explained: They had kicked a string of work cars along the siding at Crestmont, ten miles above. The brakeman, riding the tops to stop them, had slipped on the sleet-covered roofs, fallen off, and was knocked out. The cars had split the switch, were out on the mainline and coming down the hill. The power was off and the electric locomotive could do nothing. One car happened to be loaded with dynamite!

"Just heard the news on the radio."

Jim did not hesitate. He called across the cab: "George, cut me off," then turned to the operator. "Get back—try to call the dispatcher's office on your radio. Tell them I've gone out to stop them."

He threw on the headlight. In its glare he saw George running stiffly ahead, his feet slipping on the ice.

George reached the switch, fumbled with the lock a moment, then lifted the weight and flipped it over, pushing down on it with his foot. He ran back. Through the open cab window, Jim saw him jerk the cut lever on the tank. He pulled the throttle, and the 6100 steamed ponderously ahead.

There was a loud *flop* astern when the train-line uncoupled. As the 6100 got out on the mainline, the fireman scrambled over the coal, lifted the curtain, and came into the cab.

"Get off, you old fool!" Jim ordered. "No use your going with me."

George shook his head. "Cap'n we stick together too long for me to leave you now. I'm goin' too."

The hogger jerked his throttle open. No use arguing—Old George could be more stubborn than a runaway train.

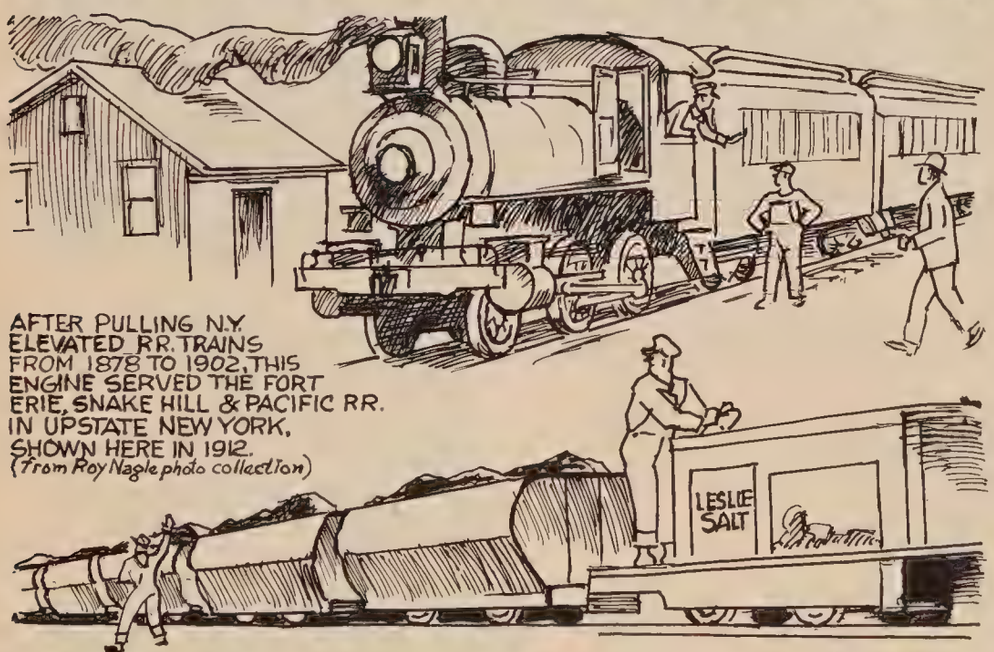
The 6100 gathered her feet under her; like a spirited horse she leaped ahead. The exhaust snorted out of her stack, her side rods flipped up and down, her mains churned back and forth and her drivers hammered the rail joints in an ascending tattoo. Jim linked her up. The exhaust was a swishing bellow out of her short, stubby stack. Swirling sleet splashed off her drivers with crackling, hissing pops.

Jim pulled his goggles on, leaned out the cab window, and watched ahead as the ice encrusted poles alongside the right-of-way marched up into the glare, came abreast, and vanished into the darkness astern. The light in front penetrated but a half a hundred feet, blurred, and seemed to stop at a blank white wall.

Suddenly and involuntarily he ducked, pulling his head in from the window. For a split second a steel pole showed its laced and criss-crossed length angling down, lying across the copper overhead wire, sagging scarcely ten feet above the rails.

There was a heavy jarring thump when the 6100 hit it. A small sound of breaking glass was followed by darkness. The cab lights snuffed out; the bright glare of the headlight died. Darkness, broken only by a thin red crack above the fire door, covered the 6100.

ALONG THE IRON PIKE by Joe Easley



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Jim had to revise his strategy. He had meant to run ahead a few miles, then stop and reverse. When the runaway string showed up, the 6100 would match its speed. He'd let the maverick catch up to her, set the air, and bring them to a stop.

Now that was out. When the headlight was smashed by the fallen pole he was running blind!

Leaning back, he closed the cab window and listened to the sounds of the working engine. The shuffle of the exhaust, the click of rail joints, the slow beat of the pumps, the thump of shoes and wedges were part of his life. The acrid smell of burning coal, the hot tang of valve oil, the warm, damp feel of hissing steam escapting from a small leak in a valve on the boiler top—he realized he'd never be contented away from them.

He thought too, of old Joe Cable, limping on a cane, hanging around the terminal, sitting half a day at a time in the station lunchroom, loafing in the yard office, garrulous, living in the past, telling of the fast runs and the heavy drags he'd made to all who'd listen.

And Mike Murphy, who used to pull the *Mountain Special*. Mike had been off the run for five years now, since the time when he failed to pass the annual physical test. He put in his days puttering around in his garden, sitting on the porch, idle, restless while the slow hours dragged past. A grim expression of determination hardened on Jim Williamson's face.

Unseen through the sleet-covered cab window, a whistle board flashed past. He blew a crossing signal for the highway that he knew intersected the tracks a quarter of a mile ahead. The big chime whistle blared into the night. He knew this division, every foot of it, having gone over it a couple of thousand times.

He shut off, the exhaust quieted. "George—no use in you sticking. Unload while you can."

Jim felt a little surprised at the pleading note in his voice. No answer came from across the darkened cab.

Drivers reverberated hollowly as the 6100 rolled on to Five-Mile Trestle. The two in the cab never saw the black mass that came hurtling down through the darkness toward them.

There was a terrific crash of steel on collapsed under the impact. Tons of twisted scrap metal spun whining steel. A heavy roar echoed and reechoed for miles down the valley. A blue-green burst of light lit up the sky; clouds of steam welled up. The trestle through the air, and fell clanging on the rocks in Lick Log River below.

Five miles back, the explosion caved in a dozen windows on train 42 and hundreds of windows in the town beside the tracks. Jim Williamson and his fireman were through railroading. . .

NEXT morning, in the dispatcher's office, the division superintendent shook his head sadly. "They both were game to the last," he said. "But I can't understand why they didn't unload. They had plenty of time."

The trainmaster picked up a sheet of paper, handed it to the super. "Here's the doctor's report on their physical exam." He paused for a long moment. Then he said slowly: "Neither passed! For them it was the end of the line."

The brass collar shook his head. "That's the irony of the thing. We need those two men badly now. It will be months before the damage to the lines is repaired. In the meantime, we've got to put all those dead steam engines back into commission."

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THESE ARE JUST A FEW OF THE LETTERS IN OUR FILES FROM MEN AND WOMEN WHO HAVE FOUND SUCCESS AS DURACLEAN DEALERS. (IN ANOTHER YEAR YOUR STATEMENT COULD BE HERE, TOO)

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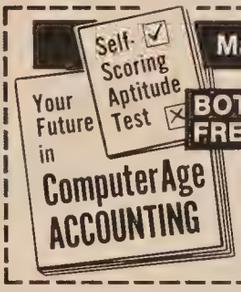

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A Good Subway Record

NEW YORK's subway crash last May 20th, in which two passengers died, one apparently of heart failure, prompted a flow of complaints against the transit system. Admittedly, service has been deteriorating, but fairness requires the recognition that the city's subway and elevated lines have an astounding record of 32 years of operation without a single crash or derailment that caused a passenger fatality!

On May 20th, a disabled empty train on the westbound local track of the Queens Independent subway line, moving forward, rammed the fifth car of another local train. Preliminary reports said the motorman of the disabled train (handling the controls from the third car) had run through a red interlocking signal; they failed to advise why the automatic tripper had failed to bleed the air and set the brakes.

Previous experience has shown that sometimes the trippers are tied down by trackside workers to facilitate train movements—Robert B. Shaw (widely recognized authority on train wrecks), Clarkson College of Technology, Potsdam, N.Y. 13675.

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Buggies were the rage. The 1906 Pure Food and Drug Act was four years away and you could still get a Sure Cure for Tobacco Habit... Dr. Rose's Arsenic Complexion Wafers and a white Ribbon Secret Liquor Cure. And prices were something else again... Toothbrushes 3¢... a drophead sewing machine guaranteed for 20 years and priced at only $10.45... a solid oak home organ for only $22... and high button leather shoes only $1.98! All are beautifully illustrated with fine steel engraving of the period.

This great book is over 700 pages, a large 8½" x 10⅝" (the actual size of the 1902 catalog) and has more than 40,000 items, carefully illustrated and fully described. It's really a joy to read, with a lesson in thrift and true American thinking for every member of the family... nostalgia for the older, an education for the young. It's a wonderful book, a wonderful gift, and at $3.98, a lot more for the money than you can find today. Only 1 printing—the supply is really limited. Order today. It's worth it!

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HOBBY CLUB

conducted by Sy Reich

EVER hear of a tourist railroad as an alternative to highway traffic? Robert Keller, president of the Tahoe, Trout Creek & Pacific, foresees this. The first two miles of the line at South Lake Tahoe, Calif., will probably be finished this season, with trains leaving every hour. Later plans call for extending it to ski areas and possibly the local airport. Conservation groups feel the railroad will help preserve the scenic Lake Tahoe area, being less damaging to the environment than automobiles. Local politicians apparently agree, supporting the railroad instead of promoting additional highways. The TTC&P is located at Al Tahoe Station, South Lake Tahoe, Calif. 99705. It owns a 1925 Baldwin 2-4-2, ex-Hawaii Railway.

An unexpected minor derailment of the *Flying Scotsman* delayed her arrival in Dallas by 24 hours, the latest she's ever been. It happened at the Katy depot in Waco, Texas, as the ex-LNER steamer backed her 9-car train to a siding in order to clear the main for a passing freight. The *Scotsman* was soon back on the tracks, but her back axle and wheels had to be removed for repairs at Santa Fe's Cleburne shops. Earlier, the *Scotsman* narrowly escaped the destructive tornado which hit Lubbock, Texas. She was then in Slaton, only 20 miles away.

Hoosier Rail News, monthly of the Indianapolis Chapter, NRHS, has recently expanded to 8 pages of history, news, and photos. Subscriptions are $4.50 yearly, Contact editor John G. Williams, Jr., RR 1 Box 241, Noblesville, Ind. 46060.

We hear of another railroad president who can operate a steam loco. Paul Merriman of the Tennessee Valley Railroad Museum reports in *Smoke & Cinders* that President Downing Jenks of the Missouri Pacific worked the museum's ex-Southern Railway's 4501 for several miles on a recent run from Chattanooga to Louisville. Also aboard was W. Graham Claytor, Jr., another railroad president who likewise can handle a steamer. Who knows of others?

A new fan newsletter, *Open Track,* is the monthly publication of the New Orleans Ry. Museum Assn., P.O. Box 52824, New Orleans, La. 70150. Future issues will contain news and notes on the local streetcar scene and articles on traction in other countries. The group plans to acquire a 1915 Porter compressed-air loco once owned by the New Orleans Sewerage & Water Board.

"Augusta Chapter of NRHS has acquired the Seaboard Coast Line," proclaims the *Cinder Sander*, joke-page supplement to the chapter's monthly *Cinder Snapper*. According to the item, dated 1995, the chapter plans to continue previous operations "excepting that 500 new Baldwin 4-8-4's will be purchased to eliminate internal combustion and air pollution."

Other news items tell of an SP order for 200 more Krauss Maffei diesel hydraulics, and a CN Turbo finally completeing a run without engine failure. "The run terminated at Pierre's Scrap Metals, two blocks from the station," reports the *Sander,* tongue-in-cheek. Also featured are a quiz page ("How many rail joints are there in Richmond County?") and mention of *Railroad Magazine*'s Interesting Railfans No. 47,935 and Dave Morgan's article on the unusual Egyptian 3-8-7-1 cog-rail peanut parchers. The chapter, at Box 725, Augusta, Ga. 30903, will run a similar joke-page every year.

A tourist line called the Blackberry Creek Railway will soon operate over two miles of track in Jacksonville, Fla. Founders of the road include a Seaboard Coast Line conductor and an SCL bureau manager. Part of the equipment is a 1933 gasoline loco and a private car that once belonged to an Atlantic Coast Line vice president.

"*The Bridge Line,* the Delaware & Hudson railfan's newsletter, is still young and quite small," says editor Tony Reznak, Jr., "but we hope to enlarge it with each issue." Tony is looking for D&H articles, photos, and stories, steam or diesel. If you have any such material you want to see printed, send it to P.O. Box 755, Wilkes-Barre, Pa. 18703. Sample copies of the newsletter, 40¢ each.

National Association of Railroad Passengers has recently moved to new headquarters at 417 New Jersey Ave., S.E., Washington, D.C., 20003, to house its growing staff. Last year, NARP expenses totaled $114,505, $98,000 of which was donated by Anthony Haswell. Since Tony can't be expected to continue donating almost $100,000 every year, we urge all who want to see better U.S. rail passenger service to join. Dues are $5 a year.

A new club has been organized in New York City: the Railroad Buffs Assn. 117-14 Union Turnpike, Kew Gardens, N.Y. 11415; tel., BO-1-7690. Robert Epstein, president, says the first meeting will be held Sept. 25th, and every fourth Friday of the month thereafter. Contact Bob for details.

Readers sometimes have difficulty in buying railroad Christmas cards at stationery and greeting card shops. One group that sells these is Christmas Train Cards, Box 1500, Boulder, Colo. 80302. You get a choice of ten different cards, each featuring a painting of a steam engine in action, with a holiday greeting inside. Prices start at $2.25 for twelve cards.

Sent by John Ripley, 1205 W. 29th St., Topeka, Kan. 66601

Do any of you movie fans recall the "Sing-a-longs" that kept customers happy between features? This is from an old three-negative composite song slide illustrating *Wait Till the Sun Shines, Nellie.* Can anyone identify the actors?

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Every day the Government mails thousands of checks to Americans just like you to help make their dreams come true: J. P. of Poughkeepsie just received $10,000 National Defense Graduate Fellowship. A midwest woman collected an unexpected $450 extra in Social Security.

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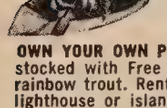

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An interesting fact about this Canadian National class F19A diesel (shown at Ottawa a year ago), is that its road number, 6536, is the same number assigned to *all* plastic model CN F19A's, regardless of the model manufacturer.
David J. Mountenay, 109 Agnes St., Oshawa, Ont., Canada

The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

CHRIS ANDERSON, 1024 Fulton Rd., Maple Glen, Pa. buys pix, slides, info. on RDG trains, esp, Crusader.

C.L. ANDREWS, 4231 SW 38th St., West Hollywood, Fla. 33023, sells 3½x5 pix of steam, diesel, stations, cars of LV, RDG, CNJ, EL, L&NE, FEC, SCY, etc. (SSE)

SP/4 J.H. ARMSTRONG, 017380898, HHC 326 Engr. Bn., 101 Abn. Divn., APO, San Francisco 96383, buys on approval 2¼x3¼ negs. of SP&S diesels and FA's of any rr.

BOB BAKER, 12 Passchendale Ave. SW, Calgary, Alta., Canada, buys movies of CP steam in Rocky Mts. and of 2-10-4's.

FRED BENNETT, 33 Gabb Rd., Bloomfield, Conn. 06002, will sell "Between Ocean and Lakes; Story of Erie" (1901); make offer.

GARY BENNETT, 201 Senter Valley, Irving, Texas 75060, buys pix, info., diagrams of St. Louis Union Station and trains entering it.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, trades NW mainline, shortline and indus. diesel 35 mm pix for privately-owned frt. cars in U.S., Canada.

AL BOWLER, 97 Oakleys Rd., Long Eaton, Nott., England, trades pix, 2¼x2¼ steam negs., esp. n.g.

WALT BRAMKAMP, 40-32 218th St. Bayside, N.Y. 11361, buys, trades for pre-'62 pix or slides of LV in Ithaca area.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys or trades for anything FEC or predecessors, any Fla. trolleyana or RPO cancels.

STEVE BRAYTON, 33 Highgate St., Allston, Mass. 02134, sells New Eng. rr. color slides. List, sample 30¢. (SEE)

CAL BULMAN, 45 Garden Pkwy., Henrietta, N.Y. 14467, buys pix LV loco 268; marked globes, keys, locks, lanterns.

D.M. CHRISTISEN, Box 122, Columbia Mo. 65201, sells rr and model rr. books also bldrs. pix. (SSE) Buys info., pix etc. on MKT private cars 99, 170.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, buys or trades orig. Alco, Baldwin, Lima bldrs. pix, catalogs.

BRUCE CLAXTON, 830 54th Ave., Lachine 610, Que., Canada, sells stereo tapes of steam. (SEE)

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, sells steam loco bells, lanterns, other railroadiana. (SSE)

L.J. CONNERY, Lake Shore Park Bldg. 22, Watervliet, N.Y. 12189, will sell D&H bulls. 1927-'38 mint cond.

CHAS CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells diesel color slides, neg., pix; list free. (SSE)

RON COX, 10 Antill St., Stapleford, Nott., England, trades 2¼x2¼ negs., color slides of steam, esp. n.g.

STAN CREWS 5745 Azalea Garden Rd., Norfolk, Va. 23518, sells dining-car menus, tkts., forms. Specify which list. (SSE)

VINCENT DE SANTIS, 196 Carbon St., Paterson, N.J. 07522, buys EL station slides taken in Pa., esp. on Bloomsburg branch.

GARY DOLZALL, RR 12, Bloomington, Ind. 47401, buys or trades for negs. of trs. or pushers on Horseshoe Curve.

FRANK DONOVAN, 19 Winthrop St., West Medway, Mass. 02053, buys CNE and NYW&P depot, train pix. Buys or trades New Eng. depot, and loco pix.

P.A. EMMONS, Box 25, Mukilteo, Wash, 98275, trades BN emp. tts. of Pacific, Portland, Spokane divs., CN Pacific Region, for those of other U.S. or Canadian rrs.

B.B. EVANS, 1507 N. Pine St., Meridian, Miss. 39301, trades keys, rulebooks, buttons, hat badges, tts.; for keys.

TOM FRANCIS, 702 Railroad St., Ypsilanti, Mich. 48197, will buy list of PC trains in other states, also between Buffalo and Detroit.

BILL GATES, 607 Dawson St., Uhrichsville, Ohio 44683, sells rr. matchbooks, PRR railroadiana. List 5¢. (SSE)

BILL GORDON, 811 Garson Ave., Rochester, N.Y. 14609, sells copies of his bk., "International Rys: Buffalo-Niagara Falls," 930 pix, 527 pgs. (What price, Bill?)

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, trades pre-1900 annual passes for defunct rr. stocks, bonds.

JOHN HANBACH, 5000 Goodrich Rd., Clarence, N.Y. 14031, sells foreign rr. and tram tts. (SEE)

LEE HASTMAN, 8822 Mason Ave., Morton Grove, Ill. 60053, trades or sells 2¼x3¼ diesel negs. of Chicago area. Sells steam negs. of Midwest and Western rrs. (SSE)

AL HERSKOVITS, Box 32, New York, N.Y. 10021, buys BAR tts. and other BAR railroadiana.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell one copy each of these books: "Ghost Railroads of Kentucky," by Sulzer, 257 large pages, indexed, thick coated paper, illust., pub. 1967, $10; "The Vanderbilt Legend" (history of V. family), by Andrews, 455 pages, illust., pub. 1941, $3; "B&O in Civil War," by Bain, 156 pages, illust., pub. 1966, $2; "History of South Carolina RR.," by Derrick, 335 pages, indexed, few illust., pub. 1930, $3.

E.D. JANECEK, 5821 Kingston, Lisle Ill. 60532, buys cloth insignia of steam, trolley museum, shortline, tourist rrs. other railroadiana.

PETE JOHNSON, 4540 Bryant Ave. S., Minneapolis, Minn. 55409, buys FM bldrs. plates, MN logging switch keys, M&SL keys, CSPM&O railroadiana.

ED KANAK, 2400 Orchard Pl., New Brighton, Minn. 55112, sells 35 mm diesel color slides GN, NP. SSE.

J.F. KANE, Christmas Tree Lane, Rutland, Mass. 01543, sells dupl. 35mm color slides of diesels and rr. structures. List sample 50¢.

GLEN KIDDER, RD 1, Acton, Mass. 01720, sells stereoscopic views of Mt. Washington Cog Ry.; list 50¢.

DAN KIRCHNER, 4853 Westland, Dearborn, Mich. 48126, trades orig. 35mm slides, rr. matches, lanterns, keys.

JIM KREITZER, 455 Brightwood, Dayton, Ohio 4505, buys steam and diesel pix, negs. B&O, PC, C&O, NYC.

RODGER KRUEGER, Box 298, Chester, Calif. 96020, sells SP steam negs., Western railroadiana (SSE)

CHUCK LAVALLEE, 900 E. Lawson Street, St. Paul, Minn. 55106, sells NP emp. tts 1902-'33. (SSE)

WOODROW LAWYER, 547 Broadway, Hanover, Pa. 17331, buys rr. lanterns.

DAVE LEITCH, Box 38, Masterton, New Zealand, will sell 1964-'66 Mdl. RRer or trade for pre-'60 Trains or Railroad Magazine.

GERRY MacDONALD, 124 E. Wisteria Rd., Wildwood Crest, N.J. 08260, sells Ozlid copies of PRR Lines East div. maps of early 1900's. List sample 25¢.

BOB MARCUS, 275 E. 10 th St., New York, N.Y. 10009, will sell 3" reel of tape at 3¾ ips of NYCTA Myrtle Ave. el.

RAY MARONPOT, Dogwood Trail, Mt. Fern, Dover, N.J. 07801, trades orig. slides EL, CNJ, for those of your area.

McCHESNEY, 1320 S. Holly, Denver, Colo. 80222, will sell ex-C&O caboose 90676, 150' track and 20-acre farm, 3-bedroom modern house near Carey, Ohio.

AL McDONALD, 20 Parkhurst St., Lebanon, N.H. 03766, buys pre-'60 LIRR emp. tts.

PAUL McDONALD, 1423 W. 2nd St., Waterloo, Iowa, will sell new GN dining-car service for 4, incl. silver, china, glassware.

WM. MORGAN, 1449 Linhart Ave., Fort Myers, Fla. 33901, will buy 3¼x5 color pix ACL purple diesels.

TOM MULLAHEY 933 E. Centre St., Mahanoy City, Pa. 17948, buys lettered switch keys, good cond.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buys slides, pix, neg., plans of Md. & Pa., York Sou., Balt. & Lehigh locos and equip.

JOHN MUSSEN, 40 Hawkens Ave., Hamburg, N.Y. 1475, buys 2nd-generation diesel slides, except of PC and EL.

L.M. NOSEWORTHY, 43 W. Macada St., Bethlehem, Pa., sells tie-bars of Ironton, RDG, CNJ, CB&Q, CRI&P, MP, L&HR, PC, PRR; LV 1872 maps.

NEWT OLIVER, 1602 W. 4th St., Winslow, Ariz. 86047, buys back issues Trains, Railroad Magazine; pre-'66 ATSF tts., emp. tts.

RUSS OTTENS, 9 Fordham St., Valley Stream, N.Y. 11581, sells 3¾ ips Myrtle Ave. El tape recording.

NORM PERRIN, 4523 Arabia Ave., Baltimore, Md. 21214, will buy 1/66, 12/54 Railroad Magazine. Will take size 616 pix of PC, B&O diesels, elecs. on request.

E. PIDWELL, Plato, Sask., Canada, will trade 3 and 6/37, 8/37; 12/44; 4/45; 4, 5, 11/47; 2/48; 12/49 Railroad Magazine for 11 and 12/40; 1941 except 6 and 8; 1942 except 6 and 8, 11/42 Trains.

L. POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, buys pix NYO&W coal breakers at West Ridge, Ontario, Raymond, Capouse, Pine Brk., Richmond.

BRUCE PRYKE, Mansfield, Ill. 61854, trades N&W train orders for those of other rrs., esp. Western.

WAUME READU, 1229 Congress St., Middletown, Ind. 47356, trades cloth coach head rests, rr. playing cards, ashtrays, menus, china, silverware.

H.A. REMBGES, Box 602, New York, N.Y. 10008, buys or trades N. Amer. tkts., cash fare rcpts., etc.

WAYNE RHEINFELD, 1011 Noilson St., Far Rockaway, N.Y. 11691, buys sw., marker, classification, hand lanterns; globes with rr. markings; bells; hdlts.; whistles; locks.

JOHN ROBINSON, 1314 Virginia Ave., Bronx, N.Y. 10462, will buy steam loco whistles.

WM. ROGERS, 3704 Charles Ave., Cheyenne, Wyo. 82001, buys pix of Mallets, compounds, 3-cyl. locos, early locos, early rr. histories, esp. of Jay Gould.

CHAS. RUSSELL, 273 Erie St., Owego, N.Y. 13827, sells back issues of Railroad Magazine, Trains.. (SSE) Buys Erie steam pix.

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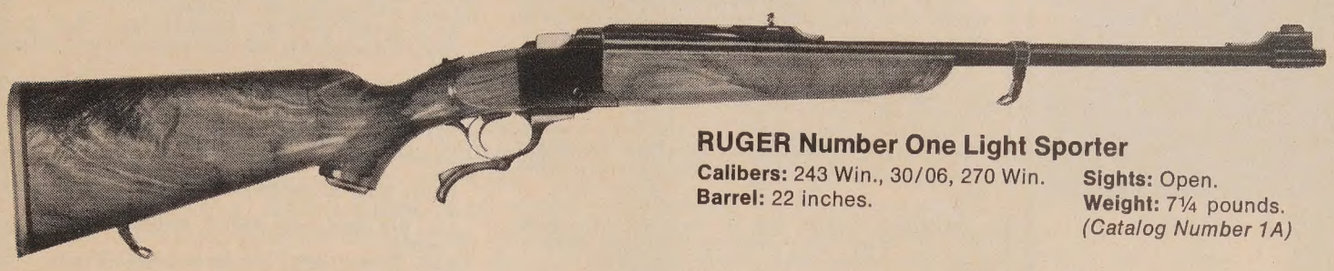

RUGER Number One Light Sporter

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Sights: Open.
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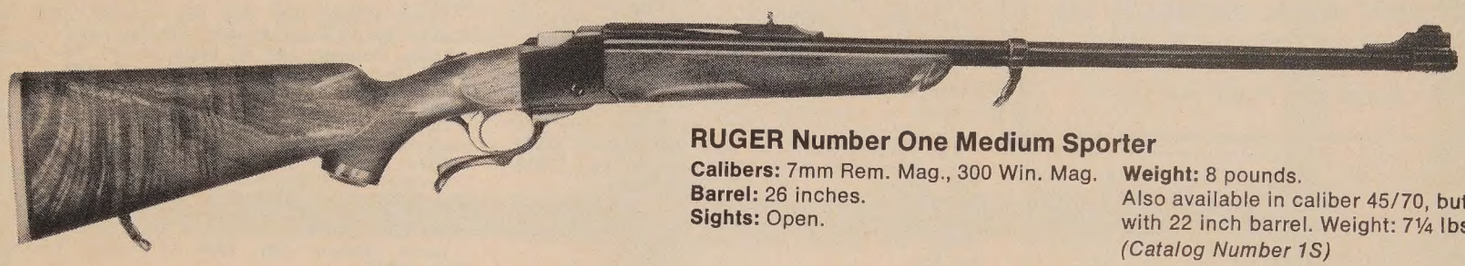

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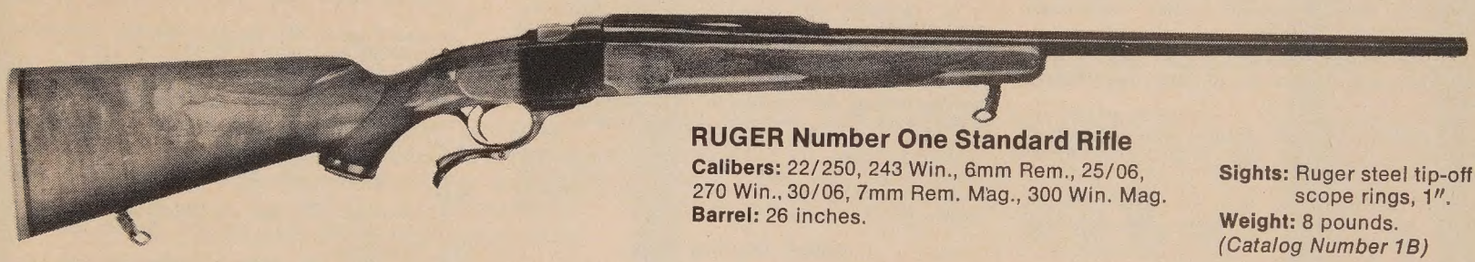
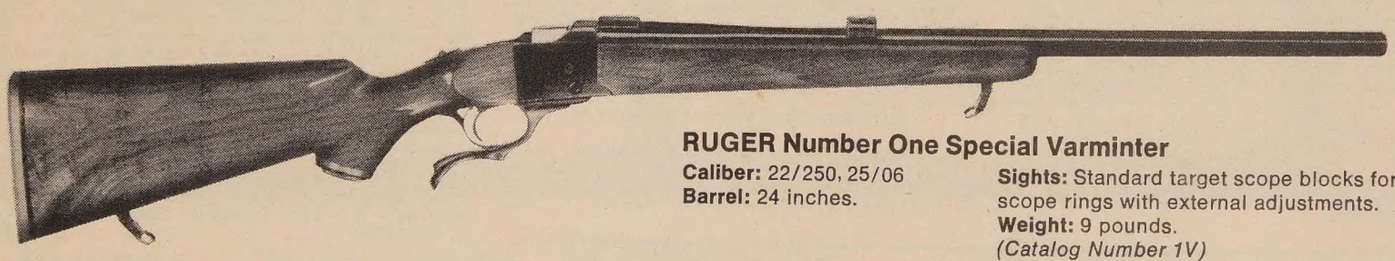


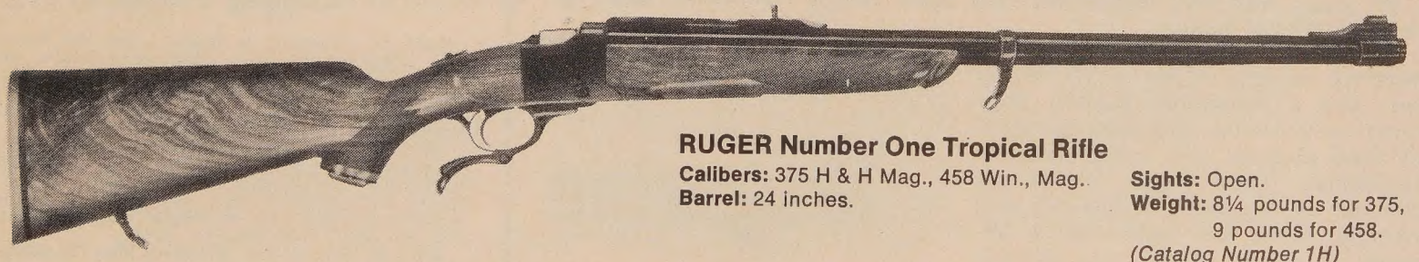
RUGER Number One Standard Rifle

Calibers: 22/250, 243 Win., 6mm Rem., 25/06, 270 Win., 30/06, 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Ruger steel tip-off scope rings, 1″.
Weight: 8 pounds.
(Catalog Number 1B)



RUGER Number One Special Varminter

Caliber: 22/250, 25/06
Barrel: 24 inches.
Sights: Standard target scope blocks for target scope rings with external adjustments.
Weight: 9 pounds.
(Catalog Number 1V)



RUGER Number One Tropical Rifle

Calibers: 375 H & H Mag., 458 Win., Mag.
Barrel: 24 inches.
Sights: Open.
Weight: 8¼ pounds for 375, 9 pounds for 458.
(Catalog Number 1H)

General information on specifications:

Sights: Catalog Numbers 1A, 1S, and 1H have adjustable folding leaf rear sight mounted on quarter rib and ramp front sight base with caterpillar type gold bead sight. All quarter ribs are machined to accommodate Ruger steel tip-off rings. Scope rings are $15. additional for all models except 1B.

Woodwork: Carefully selected American Walnut. Pistol grip and forearm hand-checkered to a borderless design.

Price: Suggested retail price is $265 for any of the models listed above.

How to order: Place an order with your Ruger dealer by Catalog Number and caliber. (No variations from the above specifications are possible).

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FRANK STOCK, 2130 Trowbridge Ave., Hamtramck, Mich. 48212, buys railroadiana. (What kind Frank?)

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, will sell 2 new B&O kerosene lanterns.

WALT SYLVESTER, 100 Hyde Park Ave., Bellwood, Ill. 60101, buys interurban, trolley motorman's, condr's badges.

H. SZYDLOWSKI, 3942 Euclid Ave., East Chicago, Ind. 46312, buys steam pix of EJ&E esp. Midwest Div.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, will sell trolley catalog and all-time U.S. trolley line guide. (SSE)

LARRY THOMAS, 711 Barr St., Jerseyville, Ill. 62052, sells size 120 orig. slides TRRA, SP, SLSF, C&IM, L&N GM&O, IT, MP, KCS, SLSF, GN, (SSE)

W.C. THURMAN, 4733 Morganford Rd., St. Louis, Mo. 63116, trades size 120 and 116 negs. of psgr. cars, RPO's, Pullmans, etc.

JOE TOTH, JR., 114 S. 5th St., Midlothian, Texas 76065, trades ATSF for UP emp. tts. Buys UP pix.

BILL VOLKMER, 401 Cambridge Rd., Erie, Pa. 16511, sells 3½x5 and 5x7 trolley pix. (SSE)

CLAUDE WAMBOLD, 309 N. 3rd St., Telford, Pa. 18969, sells spikes, date-nails, glass insulators, other railroadiana.

VIC WILLIAMSON, 1427 W. 5th St., Marion, Ind. 46952, trades size 620 and 135 negs., all rrs.

HOWARD WORLEY, 713 Lafferty Dr., Pittsburgh, Pa. 15227, sells P&WV, WSB loco diagram bks. Buys, trades anything P&WV, WSB, WPT, esp. sw. keys.

CHUCK WLODARCZYK, 5246 N. McVicker St., Chicago, Ill. 60630, sells sizes 3½x5 to 16x20 b&w and color pix of steam, trolleys. List, sample 25¢.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, buys neg. collections. Sells diesel negs. on approval.

T.L. ATCHLEY, 1407 N. Jefferson St., Wellington, Kan. 67152, trades nails used to date rr. ties.

JAMES BOONE, 1260 Magnolia St., Slidell, La. 70458, will sell parchment pic of America's first steam train and passenger list, $1 postpaid.

RICK DURRANT, 909 Lawrence Ave., Lawrence, Kan. 66044, buys UP, SP, RI, ATSF pix, tts., other railroadiana.

N.G. EARLY, 1309 20th St., Haleyville, Ala. 35565 will swap 2 Indian head pennies for brass switch key.

GORDON GEDDES 123 N. Highland Ave. Rockford, Ill 61107, sells Railroad Magazine 1945 to date, Off Guides 1960's, Pocket Lists. (SSE)

S. HOGG, 12 Odell Ave., Yonkers, N.Y., buys any year pix or transfers of TARS and predecessors.

SCOTT HUNT, 3866 Holland Dr., Santa Rosa, Calif. 95404, will buy SP locks, keys, plates, other hardware.

J.L. LEVENGOOD, Box 106, Baltic, Ohio 43804, buys blank condr. memo books, any rr., esp. W&LE, NKP, N&W.

E.T. MITCHELL, 107 W. Circular Ave., Paoli, Pa. 19301, sells 5 diff. color postcards of Metroliners for 50¢.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, wants info., pix, plans, drawings of any frt. or pass. cars built by Small Car Works, or any bldr. catalog from them.

DAVID PETERS, 80 Trember Dr., Wallingford Conn. 06492, buys 5⅜ two-color rr. lantern globes.

JAKE STEFFEN, 914 1st Street, N.E., Minot, N.D. 58701, buys, swaps switch keys; seeks old trainmen's caps. Will send free copy of RR. Evangelist Mag. "RR. Man's Prayer," on request. ●

Model Trading Post

CHAS. DAVIS, 3663 McCall Blvd., Bremerton, Wash. 98310, buys Nason Hudson, Consol 00 gage tenders. parts trucks.

AI GUNDERSON, 427 Chicago Ave., Savvanna, Ill 61074, will sell 1" scale steam loco boiler. ●

Locomotive Roster Corrections

Paul Stumpff corrects our Penna. Shortlines roster (March'70) and Ohio Shortlines roster (Dec. '69) by stating that B&LE locos 826-834 are class W5A3, and 861-863 are class W6A1.—Sy Reich. ●

Pen Pals Wanted

Bill Shillady (son of RDG railroader), interested in locos, 1211 Mulberry, Reading, Pa.

Judy Bibeau (21), 1315 Third St., White Bear Lake, Minn. 55110.

Arthur S. Bernoudy, Jr., 3201 Colorado Ave., Kenner, La. 70062.

Marie Vandergrift (28), Rte. 1, Box 39, Daisy, Tenn. 37319.

(Mr.) Rammanlal Vadilal Shah. No. 5, Jain Society, opp. Akhada, Ellisbridge, Ahmedabad 6, Gujaret State, India. (Send international money order for reply.)

Billy Joe Cartee (34), Rte. 3, Box 392, Cullman, Ala. 35055, collects transportation postcards.

Mario Rosa Centino, c/o 121TTTT. Padilla St., Cebu City, J-317, Philippines.

Mrs. David Taylor, Rte. 1, Box 5. Nehalem, Ore. 97131, seeks father, Richard M. Bryant, last known address Champaign, Ill., in 1947.

Seila Byers, 15117 S.E. Oatfield, Milwaukie, Ore.

Mary Yeomans (15), Box 276, Bonners Ferry, Idaho 83805.

Mrs. Irma M. Clapper (65), widow, 844 15th Ave., Green Bay, Wis.

Pvt. Robert P. Marshall, 345-380-737 3rd Plt. Co. D 3-1 USATC, Fort Campbell, Ky. 42223.

Gerald Hite (65), 820 N. 7th St., Vincennes, Ind. 47591.

(Miss) Tiney Rister (19), Rte. 1, Box 171, Garrison 2, Ky. 41141.

Mrs. E. J. Ortiz (62), 1622 S. Halsted St., Chicago, Ill. 60608.

Lillie M. Heil, (69), 517 Central Ave., Decatur, Ill. 62524.

Gloria Espina (30), c/o Mrs. Luralta, 1032 M. Cuenco Ave., Cebu City, J-317, Philippines.

Linda Gardner, 147 N. Lewis Seifert Rd., Hubbard, Ohio 44425, collects picture postcards.

Mrs. Doreen Kuhman (65), Rte. 1, Grawn, Mich. 49637.

Carol A. Forrester, Rte. 1, Box 393, North Richmond, Ind. 47374.

Eileen Roof, RR 3, Unionville, Mo. 63565.

Raymond H. Stephens, Jr. (19), 2566 Hoods Creek Pike, Ashland, Ky. 41101.

Jerry Bailey (27), 2500 Minnesota St., Middletown, Ohio 45402.

James Johnson (28), 7854 Jill Lane, Franklin, Ohio 45005.

Melanie Smith (14), 908 Greenwood, Jackson, Mich.

Mariee Rogers, (65), General Delivery, Vancouver, Wash. 98660.

Mrs. Dollie Haley, Box 27, Rte. 2, Thayer, Mo. 65791—seeks her brother, Loyd Kirby, last known residence Springfield, Mo., about 1965.

Manuel Rodriguez, 614 Stephens, Eagle Lake, Texas 77434.

Mary Stumbo (16), Ulen, Minn.

Sandy Erickson (16), Rte. 1, Box 126, Ulen, Minn. 56585.

Lois Mischke (17), Box 45, Hitterdol, Minn. 56552.

Luz V. Sabijon (16), 173 O.T. Padilla St., Cebu City, Philippines.

Francis Beall, Jr., 1191 S. Kenilworth Ave., Oak Park, Ill. 60304, seeks whereabouts of sister, Marie E. Souza, 53, last heard from in 1946 at Bell, Calif. Her mother (82) is anxious to hear from her.

Mrs. Evelyn Snow (55), 314 Center St., Vincennes, Ind., widow, collects postcards, is ill and needs cheer-up letters and cards.

Pamela Green (16), Rte. 1, 256 Rustic Rock Dr., Medina, Ohio.

Darlene Rushton (15), Box 272, Ulen, Minn. 56585.

Mrs. Anna Schermer Kind, 2215 S.W. 219th Pl., Aloha, Ore. 97005 seeks sister, Pauline Schermer Kirkledee, last known address Great Falls, Mont., in the 1930's. ●

Coming Events

Sept. 26: "Farewell to Steam"; ride the Army's only steam operation; lv. Washington 8 a.m. via FR&P to Doswell, Va., then C&O to Fort Eustis. Contact trip chairman, Washington Chaper, NRHS, P.O. Box 487, Ben Franklin Sta., Washington, D.C. 20044.

Sept. 27: Special train, Winchester, Va., to B&O Transportation Museum, Baltimore, via freight-only B&O valley, old mainline; lv. 8 a.m., return 6 p.m.; adults, $15; kids, $12.; fare incl. box lunch, bus to museum. Sponsored by Winchester Chapter, NRHS, P.O. Box 282, Winchester, Va. 22601.

Sept. 27: Special, Jas. Whitcomb Riley, Indianapolis to Chicago; fare $31; write Indiana Ry. Museum, Box 257, Westport, Ind. 47283.

Oct. 16-21: Trip to New Orleans; lv. Detroit, 4:30 p.m., Oct. 16, via Grand Trunk Western "Mohawk," then lv. Chicago on "City of New Orleans"; return via "Panama Limited"; incl. 2 days sightseeing in N.O. Train fare plus hotel room, $225. Send $10 deposit to trip chairman Joe Nikiel, 7510 E. Morrow Circle, Dearborn, Mich. 48126.

Oct. 17: Trip from Boston, via Greenfield to Bellows Falls, Vt., then steam ride. Riverside on Green Mtn. Ry.; fares, $15.50 adults, $9 kids (until Oct. 1; $1 extra thereafter). Details from Railroad Enthusiasts, Box 136, Ward Hill, Mass. 01830.

Oct. 24, 25: "Autumn Leaves Cannonball"; ride on Clinchfield's 1882 vintage steamer, No. 1; lv. Spartanburg, S.C., 8 a.m. for 280-mile trip thru Blue Ridge Mts.; return 7 p.m. Adults $17.95, kids $12.95; incl. steak dinner. Contact Cannonball Rail Excursions, Box 1443, Augusta, Ga. 30903. ●

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